THE TALL SHIPS

Lake Ontario Tall Ships Rendezvous '84

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led the way in world trade, a bank
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THE COMMERCE. SINCE 1867
LIVING UP TO LEADERSHIP.

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BANK OF COMMERCE

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LAKE ONTARIO TALL SHIPS RENDEZVOUS '84

To celebrate the City of Toronto's Sesquicentennial, the City of Rochester's Sesquicentennial, the Province of Ontario's Bicentennial and the City of Kingston's celebrations of the Provincial birthday.

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Welcome

The City of Toronto
Authur C. Eggleton
Mayor
City Hall
Toronto, M5H 2N2
Canada

As Mayor of the City of Toronto during its Sesquicentennial year, I take great pride in welcoming the Tall Ships to our harbour.

The arrival of these majestic vessels is a long-awaited exciting and historic event while the opportunity to tour the ships—to actually walk their decks, means to all of us the realization of a childhood dream.

This visit, a highlight of our 150th year, will be remembered by Toronto and its visitors long after the Tall Ships have left our harbour. We will cherish the memory.

Art Eggleton
Mayor
June 1984

TORONTO'S 150 BIRTHDAY CELEBRATION
1834-1984

The Toronto Sesquicentennial

TORONTO MARKS HISTORIC BIRTHDAY WITH A CELEBRATION OF FRIENDS

March 6, 1984 marks the 150th anniversary of the incorporation of Toronto. To commemorate the event, an ongoing city-wide celebration is planned to involve every citizen of Toronto, and to lure more visitors to the city than ever before—a boom to the hospitality industry.

One-third century older than Canada, Toronto has come a long way from the day in 1793 when Governor John Graves Simcoe first settled in York in a canvas house and dreamed of streets lined with two-story buildings. Forty-one years later, it was incorporated as the City of Toronto and William Lyon MacKenzie was named its first Mayor. A man of vision, MacKenzie was ridiculed by his opponents of the time for his ambitious plan to build drains and lay planks over the sidewalks.

Today Toronto has blossomed into an exciting metropolitan city. Its success has been greatly influenced by its variety of citizens of different cultural backgrounds. Torontonians have a lot to be proud of. That's what the Sesquicentennial is all about. With the theme 'A Celebration of Friends', the focus will be on Toronto's links to the rest of the world through its citizens and their accomplishments throughout history, in the present and in the future.

PAST CELEBRATIONS

Toronto's first major birthday, the Sesquicentennial of 1884, was marked by parades, orations, pageants, band competitions, games, concerts, military events, fancy dress balls, fireworks—everyone's image of a grand old-fashioned celebration.

In 1934, the Centennial celebrations provided Torontonians with an incentive to get on with life despite the Depression, to pull themselves out of the doldrums and start looking to the future. Despite the dismal economic times, the occasion was deemed of sufficient importance to warrant a major celebration. Included in the official program with receptions, pageants, parades and concerts, were such major events as the reopening of Fort York, A Centennial Music Week, the Return of the Mace of Parliament of Upper Canada which had been captured by the Americans during the War of 1812, and a visit to the city by the silent screen star, Mary Pickford.

The Centennial was a resounding success; an account of the celebrations held over the 1934 August long weekend concluded with these words: "An opportunity to witness such a spectacle seldom comes more than once in a lifetime...It is a tired and weary City that takes itself bedward at a late hour on Monday—tired but happy with the knowledge of having seen and taken part in a series of celebrations that will be long remembered, and talked about for many years to come."

All of this demonstrates that the citizens of Toronto know how to celebrate and have built up a tradition of doing so. And, according to its organizers, next year's Sesquicentennial will be the biggest celebration so far, because there is more to celebrate than ever before.

In 1984 Torontonians will be inviting their neighbours and friends from other towns, cities, provinces and countries to help them celebrate this historic occasion.

City of Rochester

City Hall
Rochester, New York 14614

Dear Friends,

This year Rochester, "The Flower City," is celebrating its 150th anniversary. Our citizens are taking this anniversary year as an opportunity to rediscover the natural beauty, cultural heritage and distinguished history of this city and this region. We invite you to visit and discover all this for yourself.

Rochester's Sesquicentennial Summer features festivals highlighting our region's resources and beauty—but none more spectacular than the visit of the Tall Ships to the Port of Rochester, July 12 through 15. During this weekend Rochester will recreate its past as a thriving Lake Ontario port. Citizens and visitors alike will have the opportunity to see the sight of a lifetime—more than 30 majestic Tall Ships.

On behalf of the citizens of Rochester, I want to welcome you to Rochester. 1984 is an excellent year to discover "The Flower City." Join us as we celebrate 150 years of history.

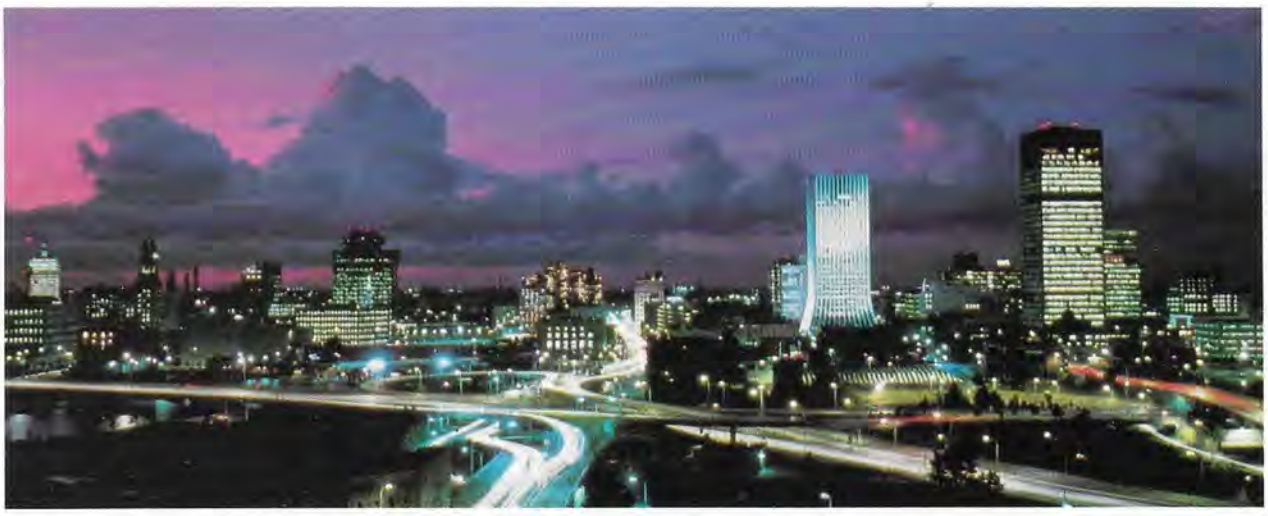
Sincerely,

Thomas P. Ryan
Mayor

John G. Curran Vice Mayor	John G. Erb, Councilman	Joan M. Hensler, Councilwoman	Anthony J. Sciolino, Councilman
Maxine Childress Brown Councilwoman	Paul E. Haney, Councilman	F. Glenn King, Councilman	Ruth H. Scott Councilwoman

Whether we're chosen as the official film
of an international rendezvous
or a local reunion.
An astronaut's trip to the moon
or a family's trip to the seaside.
A monarch's visit or a grandmother's visit.
A city's birthday celebration
or a child's birthday party.
Whether for life's great achievements
or life's little victories, we're
always proud to be chosen the official film.

Kodak. The official film of The Tall Ships Rendezvous.



OUR SPIRIT SHOWS AT THE ROCHESTER SESQUICENTENNIAL

Come by Car, Boat or Plane! Ride a Bus!

It's 1984 and Rochester Spirit Is Showing! Our 150th Birthday! And you're invited to the party! We've packed an entire year full of special events for you to enjoy. We're highlighting the past, celebrating the present and kicking off the future.

Rochester's location—on the southern shore of the great Lake Ontario, just minutes from New York's beautiful Finger Lakes, rolling Bristol Hills and pastoral countryside dotted with vineyards—makes the trip itself an exciting adventure.

Once you're here, you'll love it! So much to see and do that you'll want to extend your visit.

Come on aboard the awe-inspiring *TALL SHIPS!* You've read about them. Seen photographs of them. Now's your chance to climb aboard and inspect them first hand! They'll be at Rochester's Ontario Beach July 12-15 as part of the *TALL SHIPS EXTRAVAGANZA.* Just one of three spectacular celebrations honoring Rochester's outstanding waterways. More than 30 Tall Ships, and you, will be greeted by the largest and most dazzling display of fireworks ever ignited in the Rochester area! Plus a concert by the Rochester Philharmonic Orchestra!

And Ontario Beach itself will be dressed for the occasion! Restored to its turn-of-the-century splendor. Come get the royal treatment! We'll be serving up culinary delights and big name entertainment. There'll even be a "Mustache Competition"! It's not to be missed.

And there's more! Rochester's Ten Day Water Festival, which culminates in the Tall Ships Extravaganza, actually begins the weekend before with "THE GREAT CANAL CAPER—of Boats, Floats and Pageantry." July 6, 7 and 8, Rochester's historic debt to the Erie Canal is acknowledged in a Floating Parade along the canal. It's not just boats, but Floats—with colorful decorations, historic replicas and musicians—all floating down the canal and meeting in Genesee Valley Park. Once there, the fun continues with games, music, food and an Historical Pageant Saturday and Sunday evenings at dusk. Our Sesquicentennial Floating Parade is truly a unique event. Join us as we begin our celebration on the water!

Monday, July 9 the celebration moves to the magnificent Upper Falls of the Genesee River, with special noontime tours, exhibits and entertainment at the downtown site of Rochester's first settlements. Our salute to the Falls also features a spectacular Sound & Light Show at the Upper Falls, the evenings of July 10 and 11. Join us for the *FALLS FUN FEST;* explore our River and see our Falls!

Our final Summer Sesqui Festival stars Rochester's own Chuck Mangione in a free outdoor concert downtown. Mangione was commissioned by Mayor Thomas P. Ryan, Jr., Honorary Chairman of the Sesquicentennial, to compose music commemorating Rochester's 150th anniversary, and his composition will be premiered at this concert. Come share in this native son's special gift of music to Rochester on Saturday, August 11 at 8:00 p.m.

A Sesquisensational Summer awaits you in Rochester—from a Canal Parade to a Lightshow on the Falls; from Tall Ships to Chuck Mangione—visit the "Flower City" in 1984 and help us celebrate our 150th year!

MOLSON

July 7, 1984

During the year 1984 we will see many very special events in Toronto, Rochester and Kingston as the Ports celebrate the Bicentennial of Ontario and the Sesquicentennials of Toronto and Rochester. Molson is particularly pleased to present the return of the Tall Ships as our contribution to these most exciting celebrations.

The majesty of the visiting Tall Ships and old-fashioned sailing vessels will pay tribute to Canada's maritime port. As North America's oldest brewer and a founder of Canadian commercial martime shipping, our participation in the Lake Ontario Tall Ships Rendezvous is particularly fitting.

Molson extends a special welcome to the crews from around the globe. We hope that your stay in Canadian waters will be truly memorable.

Yours sincerely,

D. A. Barbour,
President

The Corporation of the City of Kingston
Office of the Mayor
City Hall
Kingston, Ontario
K7L 2Z3
Welcome to our Beautiful City

It gives me great pleasure to extend to each of you, personally and on behalf of my Council and the citizens of the City of Kingston, a warm and hearty welcome to our beautiful city.

We in the City of Kingston are actively involved in the commemoration of Ontario's Bicentennial and one of the most spectacular events of this year is the visit of the Tall Ships to our shores.

Kingston is proud of its maritime heritage, beginning in the early days of exploration, when Sieur de LaSalle built the Barque Frontenac in 1678. Since then, men and their ships have played a dynamic role in our city's history. I cannot think of a more appropriate setting for the Tall Ships than the historic skyline of Kingston. We look forward to "celebrating together" this once-in-a-life-time opportunity to glimpse our past through these spectacular vessels.

The City of Kingston is the oldest settled community in Ontario and I hope that you will find time during your stay to visit the many historical sites and attractions that Kingston has to offer, in addition to allowing us to extend the hospitality of our community to each and every one of you. I trust that your memories of Kingston will be happy ones that will remain with your for many years to come.

We are pleased that you are participating in our Bicentennial Celebrations and I am sure you join with all Kingstonians in saying "Happy Birthday Ontario". Let's make 1984 a year to remember!

Yours truly,

John. P. Gerretsen, Q.C.
Mayor

Kingston & Ontario's Bicentennial

KINGSTON'S HISTORY MIRRORS PROVINCE'S DEVELOPMENT

Kingston's selection as the site of Ontario's Bicentennial celebration of her sailing heritage recognizes Kingston's prominence in the Province's sailing and shipbuilding history.

From Samuel de Champlain's explorations of 1615, the construction of Fort Frontenac by Count Frontenac in 1673 to the launching of Lake Ontario's first sailing vessel in 1678, Kingston's location at the junction of Lake Ontario and the St. Lawrence River has been recognized as an important staging area for exploration and development of Ontario.

With the launch of the first sailing ship, the barque Frontenac, Robert Cavalier de laSalle began a two hundred year reign of sailing ships on Lake Ontario. From canoes and skiffs to schooners like the three-decker warship, the HMS St. Lawrence, the Kingston area was a thriving shipbuilding community through the eighteenth and early nineteenth centuries.

By 1800, Kingston was a regular customs port of entry with shipbuilding, maritime trade and timber operations as foundations of the local economy. From 1841 to 1843, Kingston's prominence was recognized by service as the capital of Canada.

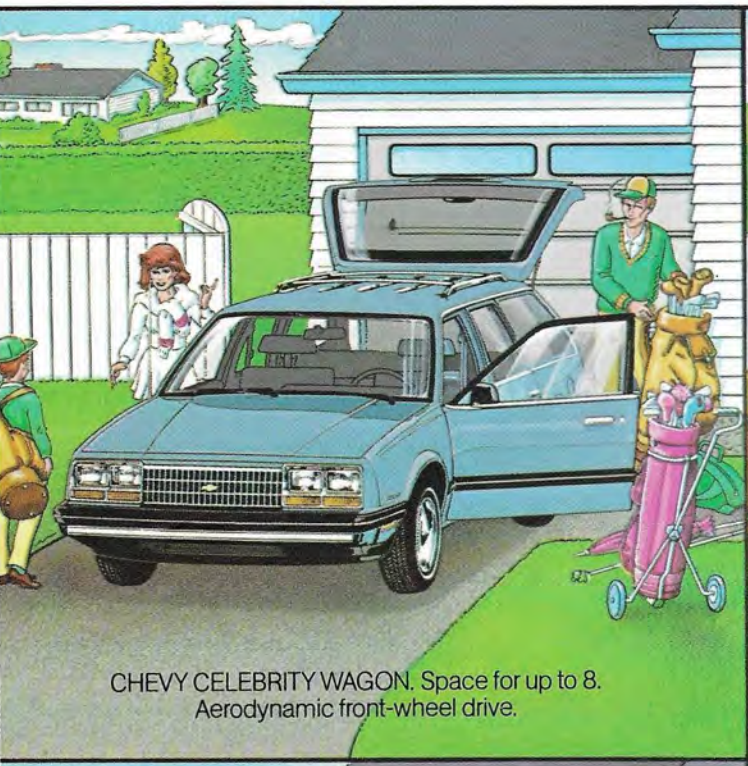
By 1857, more than 100 vessels—steam and sail, hailed from Kingston. By this time, steamships had captured most of the market for passenger and premium cargo shipping while schooners moved bulk cargo.

While commercial shipping has all but disappeared from the Kingston community, sailing ships have not. In 1976, the City of Kingston hosted the sailing events of the XX1 Olympiad, lending credence to Kingston's designation as the "fresh-water sailing capital of the world". In 1984, for example, Kingston will host five world sailing championships.

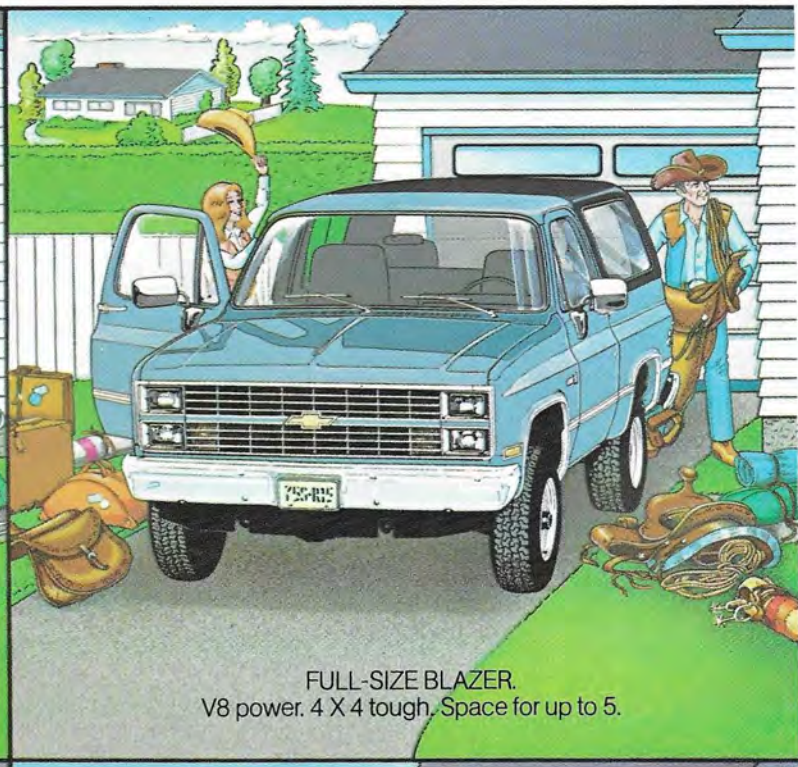
The presence in Kingston of the sail training vessel, the Brigantine St. Lawrence II, is a continuing reminder of the importance of Kingston's sailing past. The maritime heritage of Kingston and the Great Lakes is chronicled in the city's Marine Museum of the Great Lakes just one of many museums inviting visitors to explore Kingston's heritage. For example, Bellevue House is dedicated to Kingston's favourite son and Canada's first Prime Minister, Sir John A. Macdonald. Other attractions include Old Fort Henry, where guests witness a spectacular portrayal of Kingston's history.

Kingston's careful attention to waterfront development for public enjoyment, sensitive preservation of its unique history and its eager eye on the future combine to give it a lifestyle that few communities can match. We invite you to explore Kingston for yourself and see if you don't agree!

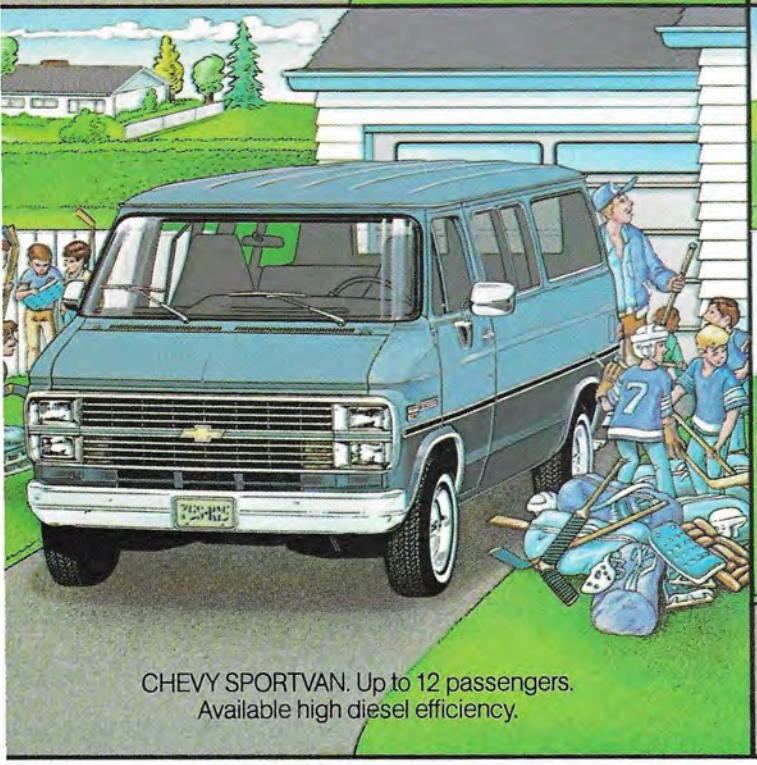
ONLY CHEVY OPENS UP SO MANY WORLDS OF SPACE AT SUCH DOWN-TO-EARTH PRICES.



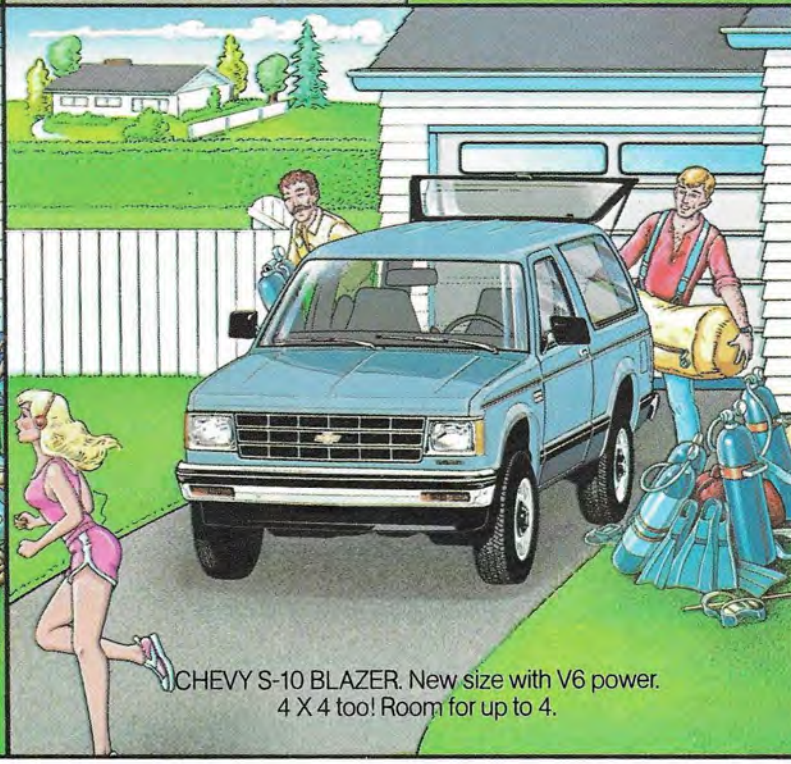
CHEVY CELEBRITY WAGON. Space for up to 8.
Aerodynamic front-wheel drive.



FULL-SIZE BLAZER.
V8 power. 4 X 4 tough. Space for up to 5.



CHEVY SPORTVAN. Up to 12 passengers.
Available high diesel efficiency.



CHEVY S-10 BLAZER. New size with V6 power.
4 X 4 too! Room for up to 4.

GM 75 A WORLD LEADER IN DIESEL
BUILDING ON 75 YEARS OF EXCELLENCE.

Let's get it together Buckle up!

Who do you turn to for load space, when you've got more load than space?

How do you move up to 12 passengers in comfort in just one vehicle?

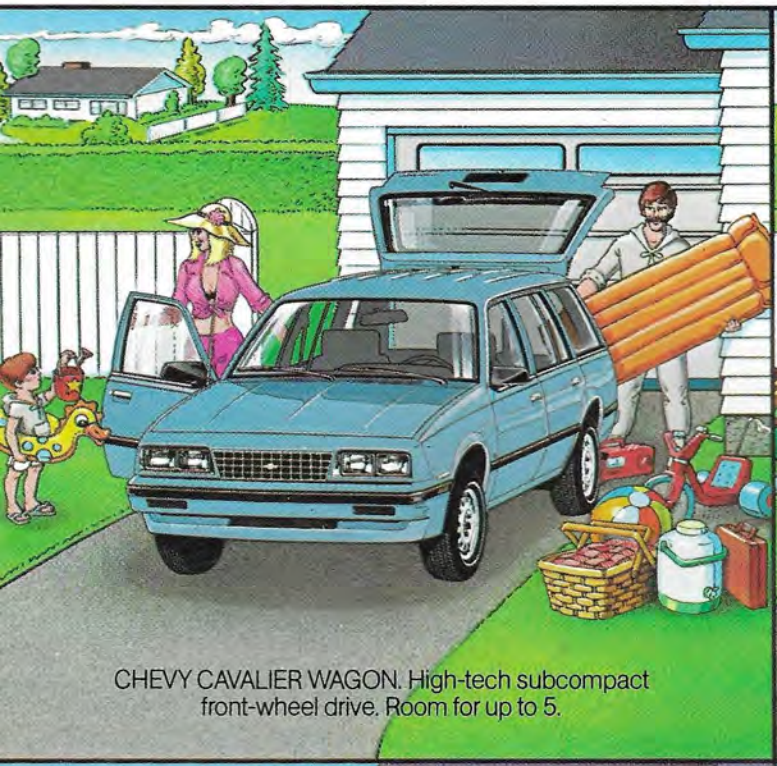
Where do you find vehicles to blaze a trail for people and cargo through the roughest terrain?

And where do you find them all at down-to-earth prices? The answer is Chevrolet.

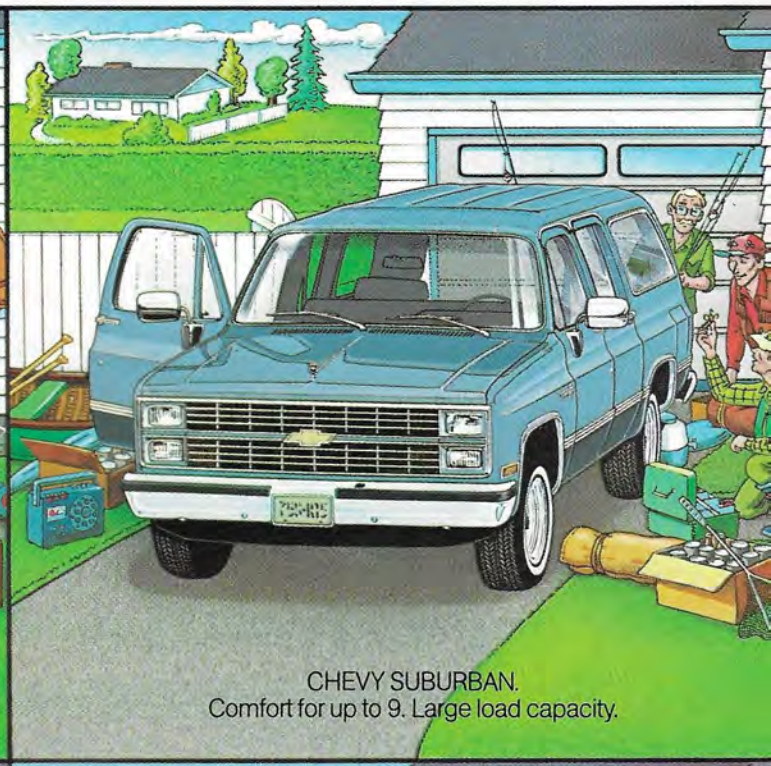
Because, while some manufacturers offer only a few alternatives, nobody else gives you more choices in cargo- and people-carriers than Chevrolet.

And since nobody knows what your needs are better than you, why not make your choice from the largest selection of vehicles to fill those needs best.

No matter what you've got to move...no matter how many people come along for the ride...nobody opens up to your needs like Chevrolet. Come in for a test drive. We're sure you'll find your space.



CHEVY CAVALIER WAGON. High-tech subcompact front-wheel drive. Room for up to 5.



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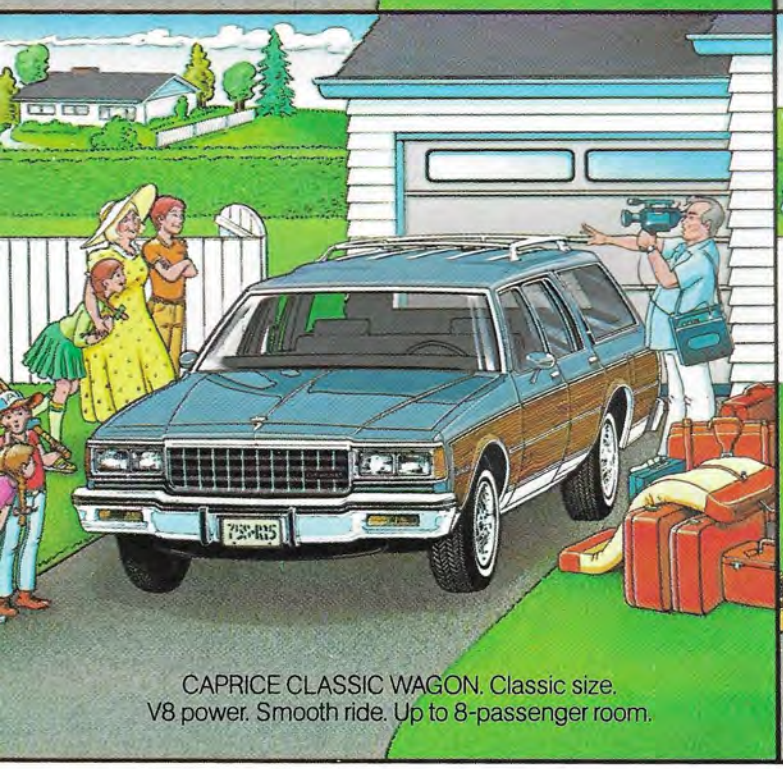
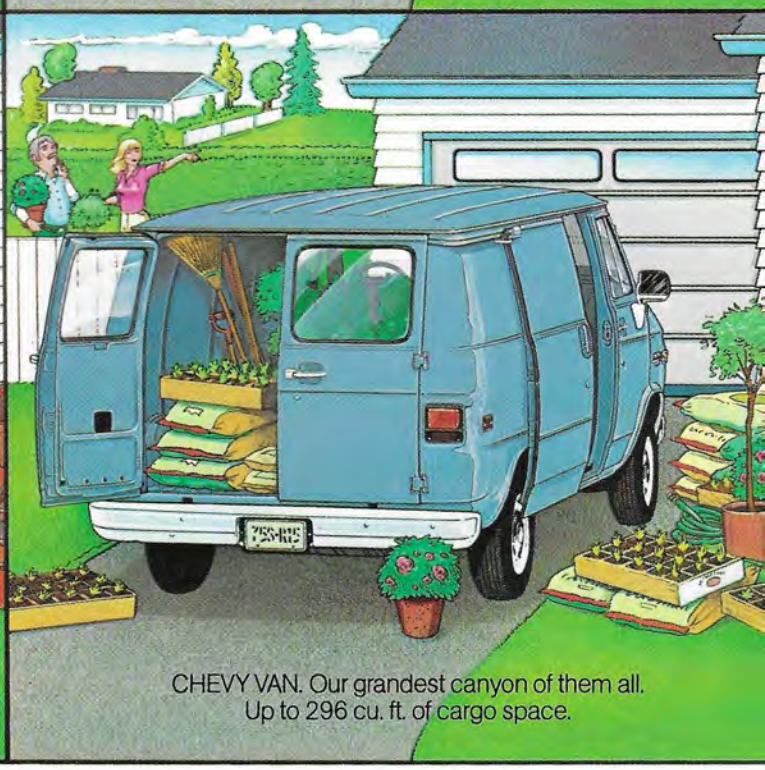


CAPRICE CLASSIC WAGON. Classic size. V8 power. Smooth ride. Up to 8-passenger room.



CHEVY VAN. Our grandest canyon of them all. Up to 296 cu. ft. of cargo space.

YOU'RE TAKING CHARGE WITH CHEVROLET.

Chevrolet

The Adventure of Sail

By Andrew Machalski. *(Andrew Machalski is director of Communications for Toronto Brigantine)*

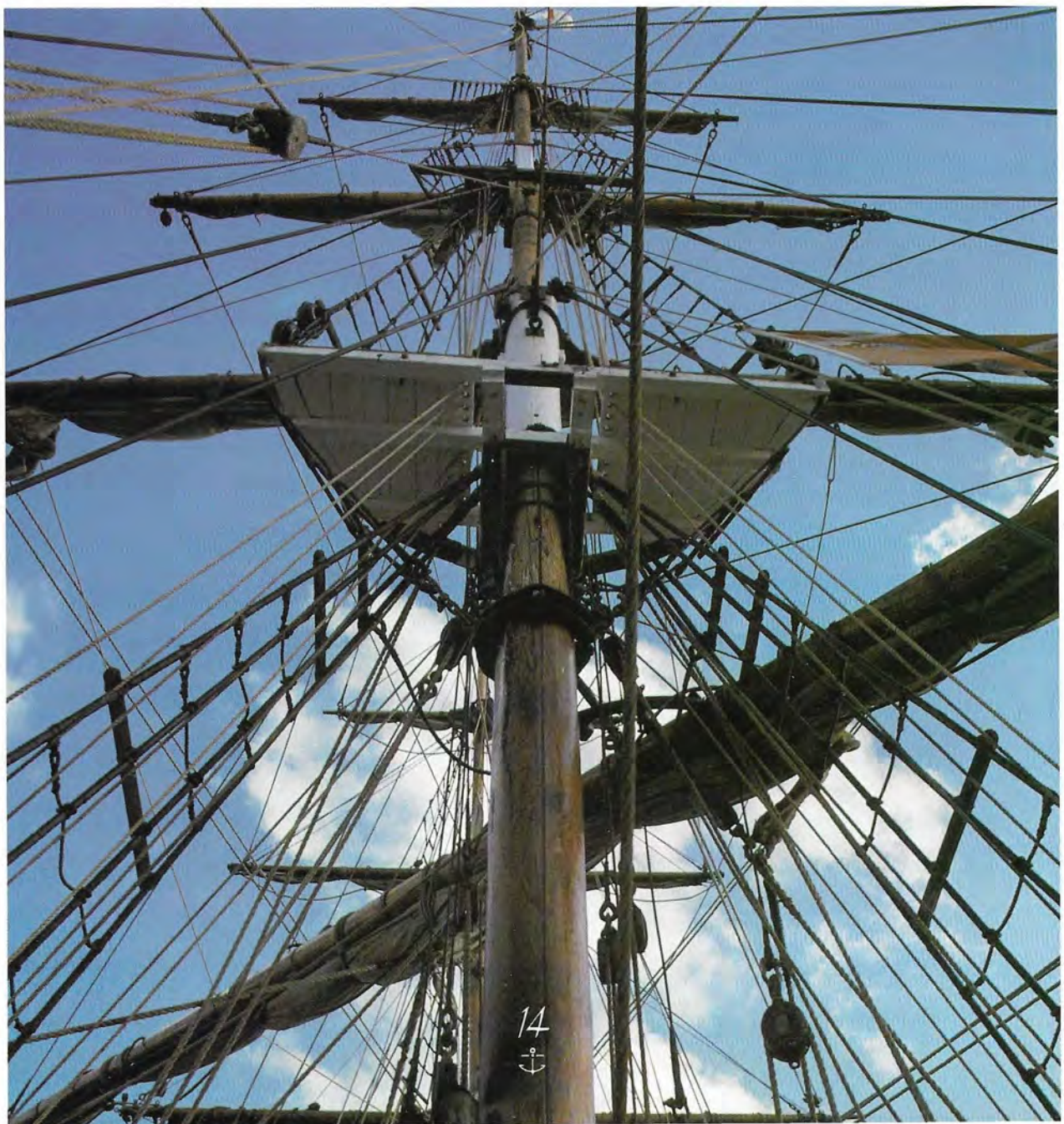
SAILING THROUGH THE AGES

One of humanity's most specular developments was that of ocean-going sailing ships. As noble and as rich a combination of function and form as anything that nature has produced, these vessels were the carriers of the world's goods, and at the same time, the inspiration to many a man's soul.

Not too long ago, thousands of ships sailed the Trade Winds, transporting immigrants, harvesting fish banks, and trading goods around the world. These noble machines, ranging from the plainest lumber schooner to the grandest tea clipper, are as much to be admired for the work they did as for the sight of their canvas filled with wind.

We talk today of Tall Ships, and the very name conjures up the image of enormous cathedrals of the sea, but, in all truth, their greatness lies more in their achievements and beauty than in their size. In 1492, Columbus sailed towards the unknown in three caravels, the largest of which, the *Santa Maria,* was probably no more than 80 feet long, and her escorts, the *Nina* and the *Pinta,* most likely ranged between 50′ and 60′.

Caravels were lateen-rigged, with two masts with fore-and-aft rigged, triangular sails. The boats



were slow and small, their main feature being a very long yard. Rarely were they square-riggers, which required larger crews.

It was in five ships like these, half-rotten old hulls donated by the King of Spain, that Magellan set forth with a crew of 260 men, to circumnavigate the globe in 1519. After three years, only 18 men and one ship returned, more dead than alive, to a beach near Seville.

Jacques Cartier's *Grand Armine* was only 100 feet long, which was fairly large for an exploration ship, and the *Mayflower,* which brought the Pilgrim Fathers to North America, was not much longer.

The explorers' boats were small on purpose. They were efficient in travelling long distances, and could easily be taken out of the water for repairs.

The largest vessels were warships, some of which were over 200′ in length, and carried more than 100 cannon. In 1514, Henry VIII of England, built the largest of them all, the *Great Harry.* Armed with as many as 184 guns, it was 213′ long, with a crew of 700 men, and a 1,200-ton displacement.

The intrepid explorations of Columbus, Magellan, and Jacques Cartier, and later, the daring military exploits of Drake and Nelson would not have been possible without the sailing ship. America would never have been colonized, and the world such as we know it would have been stunted in its development if mankind had not taken to galleons and clippers to tie the ends of the Earth together from Greenland to Australia, and from Liverpool to New York.

As commerce developed, speed became a priority; tea clippers raced each other from China to get the highest price for their cargo, and Grand Banks fishing schooners ploughed the North Seas, harvesting fish and winning races.

The competition of the steam

ship and the technical advances of the industrial revolution combined in the 19th century to replace small, fast sailing ships with large, steel-hulled, four and five-masted vessels. These short-lived dinosaurs were built primarily between 1880 and 1926. The best-known perhaps were those owned by Ferdinand Laeisz, of Hamburg, His famous P-line, whose ships' names all began with "P", included cumbersome monsters such as the *Preussen,* a 433-foot long five-masted square-rigger, with an 8,000-ton displacement, and a crew of 47 men.

Although the memory of the giant five-mast square-riggers of the early 20th century, may stand out in our minds, they were a relatively short-lived transition toward the modern steam ship.

The real adventure of sail, the one that inspires gatherings such as the Lake Ontario Tall Ships Rendezvous '84, is the challenge of the sea.

The surviving Tall Ships, large and small, bring us their beauty and their romance and teach us of the skills and spirit of the men and women who dared face that challenge together and conquer it to achieve their goals.

Today, when the vast fleets of giant five-mast square-riggers, the schooners and the galleons are gone, the Tall Ships are a symbol of fraternal competition, of daring and bravery that stirs the blood, and of international friendship and understanding.

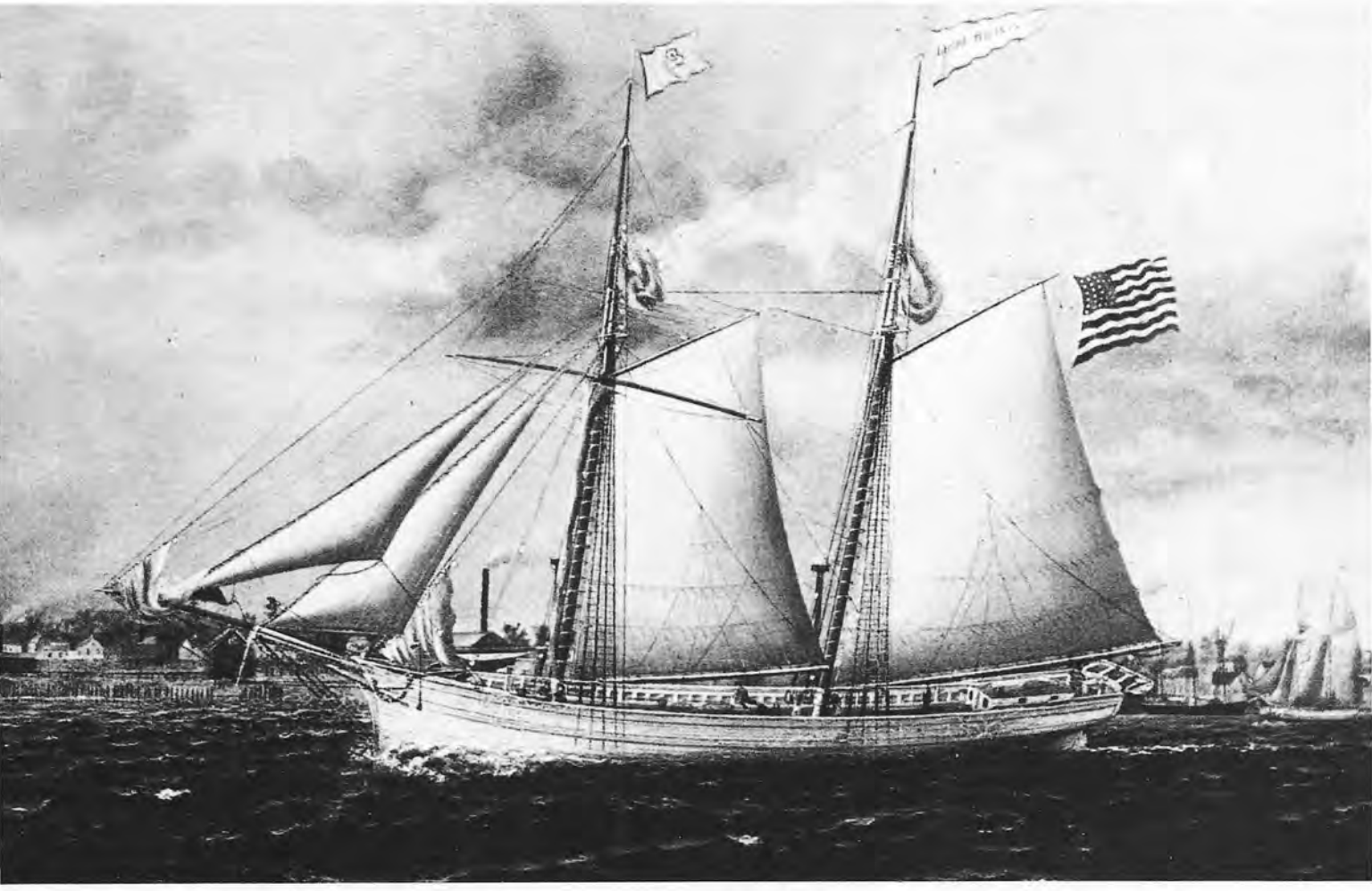
This is the spirit which will be represented at the Lake Ontario Tall Ships Rendezvous '84. In the following pages you will find some of the stories and adventures that these ships have been involved in, both in our own Great Lakes traditions, and across the seas of the world.

SAILING SHIPS ON THE GREAT LAKES

From birch bark canoes to square sail brigantines and schooners, and later on to steamers and whalebacks, waves of men and their ships transformed the Great Lakes area from a wilderness into the flourishing industrial and commercial heartland we know now.

The first known sailing craft on Lake Ontario was the Sieur de la Motte's 10-ton brigantine FRONTENAC. She sailed from what is now Kingston on November 18, 1678 to Niagara, with sixteen men, and arrived at her destination nine days later after a voyage full of hardship and hunger.

The War of 1812 brought naval warfare to Lake Ontario. Both the United States and Great Britain built powerful fleets and had large armies which clashed at amphibious battles such as Fort Oswego. At the conclusion of the war, the era of fur traders and voyageurs that had predominated through the eighteenth century gave way to a new peaceful period of settlement and commercial expansion. Although sailing ships would continue to be an important part of navigation on the Lakes well into the early twentieth cen-



tury, the War of 1812 was undoubtedly their finest hour.

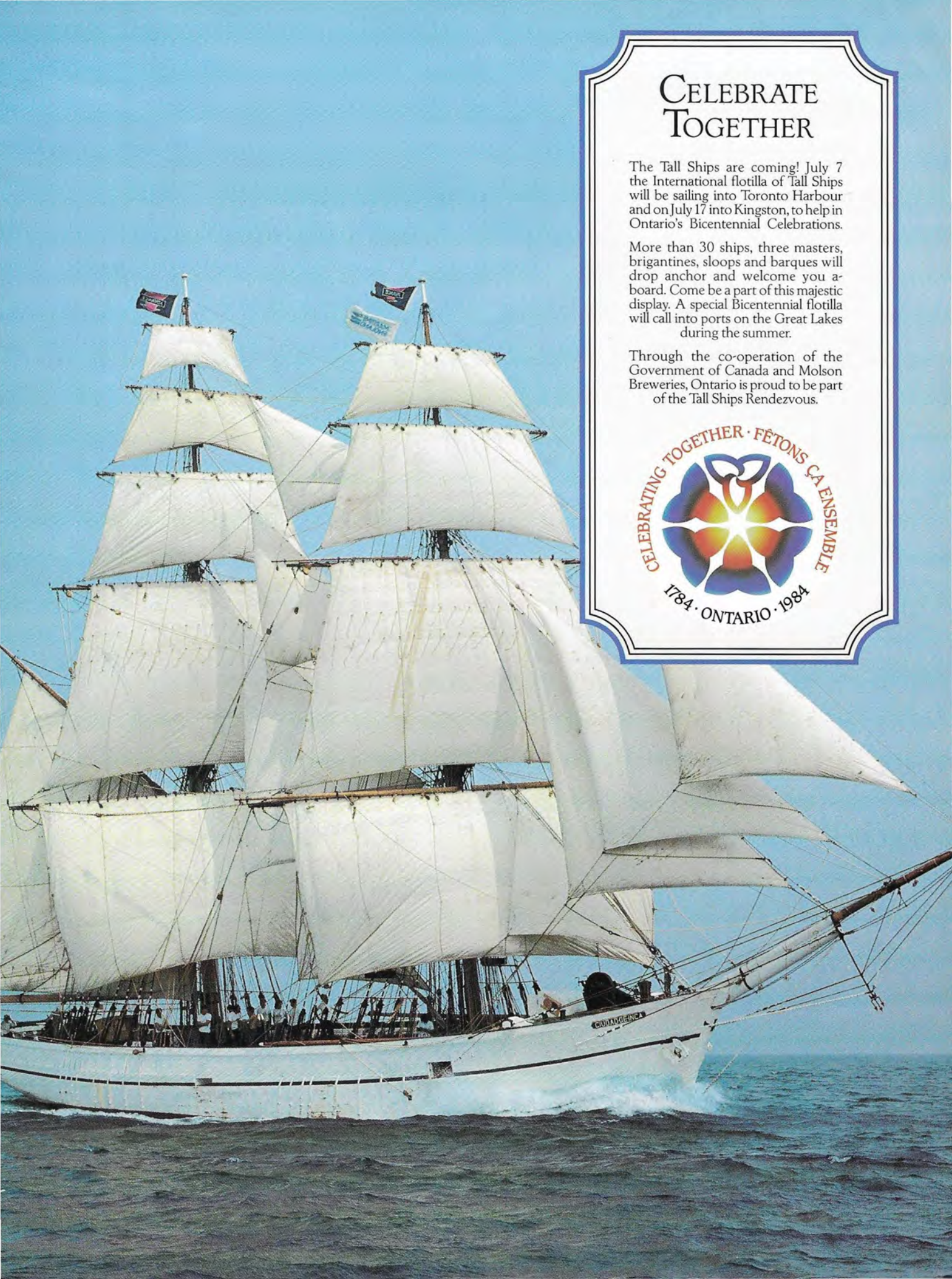
The square-rigged brigs and brigantines, predominantly of French design, gave way to the Great Lakes schooners of the British. Longer and taller than salt-water schooners, they were equipped with retractable centreboards. Their square, box-like hulls were between 80 and 100 feet long, with main masts 100 feet high. With flying jibs, some cut through the water at 10 knots downwind.

The traffic was intense: in 1836 over a thousand ships made the port of Cleveland, and often thirty or more of these vessels could be seen arriving, docking or departing any large port on the Great Lakes, filling up with people and tools from Buffalo or Kingston, or unloading grain. Depending on size and type, a Great Lakes schooner would move between 50 and 1,500 tons, equivalent to 150 settlers with their trunks and livestock below and wagons and ploughs lashed on deck.

By the 1880's there were 1,800 of them on the lakes, and four times as many beneath. Vessels like the ANNIE FALCONER, built in Kingston as a two-masted schooner, sailed to Toronto and other ports with her Captain and a crew of six, carrying a wide variety of cargoes: stone, lumber, shingles, salt, ice, wheat and barley, coal and chemical ore. She sank for the first time in 1874 with 410 tons of coal and was raised again, serving for another thirty years till she finally went down in a storm off False Duck Island on November 12, 1904.

The era of Great Lakes sailing ships lasted for some three hundred years before steamships took dominion over the lakes. By the late 1800's, shipyards had ceased building sailing ships entirely. By the turn of the twentieth century, there were few jobs left in which a sailing ship might earn a living. Eventually all that was left was part of the lumber, coal and stone-hooking trade of Lake Ontario.

This was the ultimate indig-



Celebrate Together

The Tall Ships are coming! July 7 the International flotilla of Tall Ships will be sailing into Toronto Harbour and on July 17 into Kingston, to help in Ontario's Bicentennial Celebrations.

More than 30 ships, three masters, brigantines, sloops and barques will drop anchor and welcome you aboard. Come be a part of this majestic display. A special Bicentennial flotilla will call into ports on the Great Lakes during the summer.

Through the co-operation of the Government of Canada and Molson Breweries, Ontario is proud to be part of the Tall Ships Rendezvous.

CELEBRATING TOGETHER · FÊTONS ÇA ENSEMBLE

1784 · ONTARIO · 1984

nity a sailing ship could be subject to. It was long, hard, dirty work, which no ship could endure for long. Once proud and stately schooners were faced with the relentless pounding and filth of a type of work which broke the hearts of men and ships alike.

Overloaded and in poor repair, these ships became floating deathtraps, and died a hard and bitter death, often taking with them the lives of many men, women and children who were too poor to afford a kinder fate. Lake sailors were lumbermen who dressed in bowler hats and travelled with their families, or itinerant characters who worked their way from one port to another.

The last, and perhaps the most famous, of the Great Lake schooners was the 123-foot LYMAN M. DAVIS, built in Michigan in 1873 as a lumber carrier. Her speed and record passages were known to every schoonerman on the water. She sailed out of Grand Haven, Michigan till 1913, when she moved to Kingston, and sailed for different Canadian owners till 1930.

The sixty-one year career of the LYMAN M. DAVIS ended in a grotesque manner. She was stripped bare and loaded with her last cargo: kerosene soaked barrels and bales of hay. At midnight on June 29, 1934 she was set afire as a public spectacle, ushering in the centennial of Toronto, her home for the last year of her life, while a crowd of nearly 250,000 people stood by.

They are gone, yes gone forever,
And the rugged road they travelled,
But the wakes they left behind will never fade;
Not a port that didn't know 'em,
Not a wind that didn't blow 'em,
As up and down the lakes they plied their trade.

From "The Fore-'N-After", by Mr. S.A. Clark of Prince Edward County, in *Canvas & Steam on Quinte Waters* by Willis Metcalfe

SAIL TRAINING TODAY

Peter knew he was going to be sick, balanced precariously on the footrope 50' above the deck, the biting wind tore at his hair and clothes as he doggedly held on to the thin jackstay rail which ran along the upper topsail yard. Looking down he could see green water sluicing its way along the deck, to foam out through the scuppers. That sail had to be gasketed. He clawed at it with his free hand, and tried to bunch it neatly despite the lift and lurch of the brigantine, as she pounded her way across Lake Ontario. The lights of Toronto, were now only a dim blur far astern.

He looked across at the yellow-jacketed figure next to him. His Petty Officer looked back and grinned, then she yelled, "Do you wish you were back in school?"

"No way!", Peter called back, the wind snatching the words from his lips, "I'd rather be sick, cold, wet, and hungry, than be stuck in that stifling, boring classroom!"

This is life aboard a sail training vessel, the purpose of which, as Brian Cooper, an English writer, once said, "is to develop senses in a generation of boys and girls, who are rapidly losing their desire and confidence in tackling anything that seems tough physically or mentally; to make them realize where their personal limits lie, their strengths and weaknesses, and to increase those limits to an extent they did not realize possible".

How does a sail training program provide more opportunity for instilling this self-knowledge and self-confidence, than any other school? Firstly, the situation in which the young men and women find themselves, is real. Lines must be hauled to raise a sail. They may have to overcome problems of fear of heights, hunger, cold, seasickness, and of being soaked to the skin. They have little chance to escape these problems by walking ashore, consequently they are forced to face them, and work them through.

Secondly, the trainee sees the natural consequences of his actions. Since almost everything done aboard ship has a functional purpose, any act that contradicts this purpose soon becomes evident. An incorrect line pulled or let go quickly becomes apparent when a sail flaps wildly instead of drawing properly.

Thirdly, by its very nature, the program is growth-oriented. The goal—to sail the ship—is bigger than an individual on board. It promotes an attitude of teamwork and dogged responsibility. As Alan Villiers once put it, "that is the whole crux of the sailing ship life. Never give in. Pulling on a stubborn brace, working aloft like a madman with some murderous sail, asked 20 times a day to do some utterly impossible and dangerous job: never give in."

In 1956, the Sail Training Association was set up in the United Kingdom, to bring together the youngsters from many countries involved in this character-forming experience, to give them the opportunity to experience the challenges and thrills of sailing together and making new friendships. Together with the American Sail Training Association, its affiliate this side of the Atlantic, founded in 1973, the S.T.A. is committed to promoting sail training as an educational and character-building experience for young people, bring together the sail training ships of the world in a spirit of friendship and international goodwill, and educating our

young people in the values of maritime traditions.

There are some 60 or so sail training craft in the International Sail Training fleet, the majority of them employed full-time in this sort of work.

Sail Training organizations operate offshore craft, both yachts and purpose-built ships, to give young people the opportunity to sail for long distances, often out of sight of land. The crafts vary in size from yachts of 40 ft LOA, to 70 ft LOA vessels, to much larger craft.

The size of the vessel dictates the number of trainees, and safety determines how many permanent crew should be aboard.

The crew is welded into a team by the situation and the conditions: the necessity of working for the benefit of the team. Most assigned tasks are obviously necessary, and everyone must take his turn at cooking or washing up.

Sail training is the one tradition of the great age of sail that not only lives on, but seems to be flourishing, especially in the area of sail experience for the sake of building character and confidence.

The big schoolships are more formal schools, with classes in academic subjects as well as in navigation, knots, and splices, weather, seamanship, and other maritime concerns. In Germany and Scandinavia the shipping lines have also maintained schoolships.

Officer candidates are virtually required to pass through training in sail before they can be accepted aboard steam or diesel merchant ships in Scandinavia.

The trainee usually is virtually helpless without direction when he first embarks on a voyage aboard a sail training vessel, so instruction and discipline are quickly sought and accepted in a natural way.

No shore-side instruction can duplicate the practical lessons in physics, astronomy and mathematics, meteorology and human psychology demonstrated by a sailing ship underway.

His Royal Highness Prince Phillip has said of sail training "with the exception of a military situation, sail training is the most demanding of tasks associated with the sea—it is also the most rewarding. It requires of its officers the continual practice of a high standard of seamanship; unlimited resources of patience, understanding, and tolerance, the utmost reliability and integrity, a sense of humour—but above all, the mental resolve and physical strength capable of pure, unadulterated, bloody hard work!"

The Molson Challenge Cup

Tall Ships races are planned to complement national or international events of major significance around the world. Organized by the Sail Training Association—S.T.A.—and its American affiliate, the A.S.T.A., they are meetings of the world's sail training vessels, in a spirit of friendship and international goodwill.

Molson Ontario Breweries Limited is proud to be sponsoring the Molson Challenge Cup Race between Toronto, Rochester and Kingston, July 9—17 as part of the 1984 Race Program, officially sanctioned by the American Sail Training Association. The race is co-hosted by Toronto Brigantine and Brigantine Incorporated of Kingston, these two cities' sail training organizations.

The vessels participating come from a series of sail training races, which brought them to the waters of Lake Ontario. The first race, celebrating the voyage of Jaques Cartier in 1534, which resulted in the founding of the City of Quebec, started in St. Malo and finished in Bermuda, where the participating ships were joined by a fleet of South American ships, which started the second race from Puerto Rico. A second feeder race was organized by the A.S.T.A. in Portsmouth, New Hampshire, to bring North American ships to join the main fleet in Halifax, Nova Scotia. Part of this fleet will be cruising up the St. Lawrence to take part in the Lake Ontario event.

In order not to restrict the races to a few square-riggers which had escaped oblivion after the demise of the large commercial sailing ships and the fishing sailboats of the Grand Banks, the event was made open to any vessel of more than 29′ 6″ long, provided that at least half of the crew was made up of trainees between the ages of 16 and 25, without any prior seafaring experience.

The S.T.A. and A.S.T.A. Racing and Sailing Rules define these trainees as "any young people within the age limits who are looking for a taste of adventure at sea, provided that they do not normally spend a great deal of time sailing offshore as amateurs", whether they are being trained as Naval or mercantile service officers, or simply broadening their schooling and/or character training.

Vessels are classified, according to their length and rigging, into three classes, which may be split into divisions as required. Class A includes all square-rigged vessels with an LOA (length overall) greater than 120′ (36.6 ms.), and all vessels with an LOA greater than 160′ (48.8 ms.). Class A, Division II includes all square-rigged vessels with a LOA less than 120′ (36.6 ms). Square-rigged vessels include ships, barques, barquentines, brigs, and brigantines.

Class B includes Fore-and-Aft rigged vessels of between 160′ (48.8 ms.) and 100′ (30.5 ms.) LOA (Fore-and-Aft rigged vessels include Topsail Schooners, Schooners, Ketches, Yawls, Cutters, and Sloops). Class C includes all other Fore and Aft-rigged vessels with at least a Waterline length of 30′ (9.14 ms.)

Class A ships are usually Navy or merchant navy ships, although some are owned by organizations or individuals. Class B's are normally sailing schools, oceanographic research ships, and commercial sailing ships; and those of Class C are mainly private yachts which take young people aboard just for the races or are owned by yachting clubs and non-profit sail training organizations.

Sailing ship races begin with a running start; the first vessel to start is the one which crosses the imaginary starting line, between the main masts of two vessels anchored in the area, immediately after the gun. Should any vessel be over the starting line before the gun is fired, she is recalled and must repeat the start. Postponements are announced by means of the firing of two guns.

In A.S.T.A. Races, however, the object is not so much to win as to take part with a will. All kinds of prizes are given, including ones for such unusual accomplishments as "the first ship to finish with an all-girl crew", or "the ship that had to come the longest distance".

The premier award is the *Cutty Sark International Friendship Trophy*, awarded to the ship which, in the opinion of all the captains present, has done the most for international goodwill during the races.

In some instances, ships will change crews along the way, to enable as many youngsters as possible to participate. In keeping with this practice, the brigantines, *Pathfinder* and *Playfair* will be changing crews in Rochester, N.Y., during the Molson Challenge Cup.

The Molson Challenge Cup is the first event of its kind and size to be held on the waters of Lake Ontario, and participants are looking eagerly to this test of skill and endurance.

Pour yourself a tall one.

The Tall Ships Rigs & Glossary

HOW TO RECOGNIZE A TALL SHIP

Barquentine: three or four-masted vessel with the foremast square-rigged and the other masts fore-and aft rigged

Beam: breadth of vessel at its widest point

Bermuda rig: triangular fore-and-aft sail set on a tall mast

Boom: a spar used to extend the foot of a fore-and-aft or studding-sail

Bowsprit: a large and storing spar standing from the bows of a vessel

Brig: two-masted and square-rigged, with a fore-and-aft mainsail (spanker) in addition to, or instead of, a square mainsail

Brigantine: two-masted vessel with foremast square-rigged and after mast fore-and-aft rigged

Centreboard: metal or wooden board which is lowered through the boat's bottom by way of a slot, in order to reduce sidewards drift

Clipper: three-masted square-rigged schooner

Courses: the common term for sails that hang from a ship's lower yards. The foresail is called the fore course, and the mainsail, the main course

Cutter: single-masted sailboat with two or more jibs

Draft: the depth of water which a vessel requires to float her

Foot: the lower end of a sail

Fore-and-Aft: lengthways with the vessel, as opposed to, across the vessel

Furl: to roll a sail up snugly on a yard or boom, and secure it

Gaff: a spar to which the head of a fore-and-aft sail is fastened

Gaff-Topsail: a light sail set over a gaff, the foot being spread by it

Gaskets: ropes used to secure a sail to a yard or boom, when it is furled

Genoa: a very large jib, overlaps the mainsail considerably. Also called spinnaker

Halyards: ropes used for hoisting and lowering yards, gaffs and sails

Head: the top of a sail

Headsails: a general name given to all sails that are set forward of the foremast

Hull: the body of a vessel

Jackstays: ropes or strips of wood or iron, stretched along a yard, to which to attach the head of a sail

Jib: a triangular sail, set on a stay, forward. Flying jib sets outside the jib

Keel: the lowest and principal timber of a vessel, running fore-and-aft its whole length and supporting the whole frame

Keelson: a timber placed over the keel on the floor timbers, and running parallel to it

Ketch: fore-and-aft rigged with two masts, the after mast being shorter than the foremast and placed forward of the rudder post

Knot: a nautical mile per hour

Mast: a spar set upright from the deck to support rigging yards and sails

Mizzenmast: the aftermost mast of a ship; the spanker is sometimes called the mizzen

Nautical mile: 1 1/16 (1.9 km.) of a land mile, or 6,080 feet. Equivalent to 1′′ of longitude

Rig: general term for spars, sails and rigging, also the way the masts and sails are arranged, ie. sloop rig, ketch rig, cutter rig etc.

Rigging: The general term for all the ropes on a vessel

Royal: a light sail next above a topgallant sail

Royal yard: the yard from which the royal is set—the fourth from the deck

Schooner: a small vessel with two masts. A fore-and-aft schooner has only fore-and-aft sails. A topsail schooner carries a square foretopsail, and frequently also, topgallant sail, and royal. A main topsail schooner, is one that carries square topsails fore and aft

Scuppers: holes cut in the deck sides for water to run off the decks

Sheet: a rope used in setting a sail, to keep the lower corner of a square sail, or the after corner of a fore-and-aft sail, down to its base

Ship: a vessel with three or more masts, each with a complete set of square-sails

Shrouds: a set of ropes supporting the masts, reaching from the mastheads to the vessel's sides

Skysail: a light sail next above the royal

Sloop: fore-and-aft rigged with one mast, carrying a mainsail and a jib

Spanker: the aftersail of a ship or barque. It is a fore-and-aft sail, setting with a boom and a gaff

Spar: the general term for all masts, yards, booms, gaffs, etc.

Sprit: a small boom or gaff, one end resting at the foot of the mast, the other spreading and raising the outer upper corner of the sail, crossing it diagonally

Sprit-sail: a sail rigged as above

Square: yards are squared when they are horizontal and at right angles to the keel

Square-sail: a temporary sail set at the foremast of a schooner or sloop when going before the wind

Stays: large ropes used to support masts and leading from the head of the mast down to some other mast or part of the vessel

Staysail: a sail which hoists upon a stay

Studding sails: light sails set outside the square sails, on booms rigged out for that purpose. They are only carried in a fair wind and moderate weather

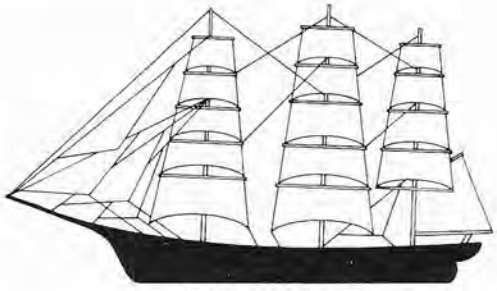
Topsail: the second sail above the deck

Topgallantsail: the third sail above the deck

Yard: a long piece of timber, tapering slightly towards the ends, and hung by the centre to a mast to spread the square sails upon it

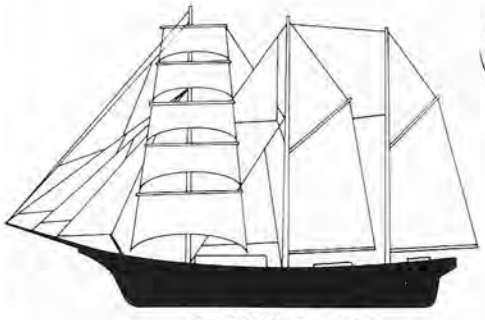
Yawl: similar to ketch, except after mast is located behind the rudder post

the Tall Ships



FULL RIGGED SHIP

BARQUE

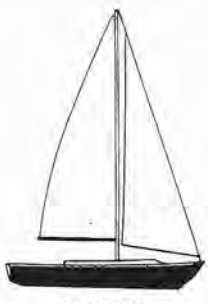


BARQUENTINE

BRIG

THREE MASTED
STAYSAIL SCHOONER

BRIGANTINE



SLOOP

STAYSAIL SCHOONER

KETCH

YAWL

CUTTER

CIUDAD DE INCA is the oldest wooden square-rigged sailing vessel in the world still in active service.

She was originally built in 1858 near Barcelona, Spain, as *Pepita,* later *Maria Asumjote,* and used as a general cargo ship, chiefly for trans-Atlantic trade, carrying tobacco, gold, and probably slaves. After a long life as a trader, and a refit in the 1960's (a time at which she was probably engaged in smuggling along the North African coast, she was laid up in Malaga. Discovered in 1980 by Robin Cecil-Wright, the INCA underwent a major refit in 1982 in Barbate, Spain, and sailed to England on her first voyage under sail in 50 years.

She took part in the "Clipper Challenge" round-Britain race, giving the experience of square-rigged sailing in all weathers to dozens of teenagers of all backgrounds, and visiting some 30 ports.

GREAT BRITAIN Rig—Brigantine
LOA (Length Over All)—125′
Rig Height—94′6″
Beam—24′ Draft—9′6″
Total Sail Area—8,500 sq. ft.

She is built of Spanish pine, steel fastened, with heavy steel and timber reinforcing across the hull internally by each mast, which is stepped onto the keelson.

Her sail complement is made up of nine square sails, including royals and main skysail, four jibs, five main staysails, 10 studding sails, and a large gaff spanker aft of the mainmast. She can do approximately nine and a half knots, with wind force seven on the quarter.

She can accommodate as many as 32 people, and requires a minimum crew of at least 15. She is owned and operated by the China Clipper Society, England. The Society is devoted to the preservation of old vessels, and has accumulated an impressive amount of expertise and experience in the design, restoration and handling of sailing vessels and the construction of shipwrecks for film production. The INCA herself has starred in the "Master of Ballantrae".

The CIUDAD DE INCA will be sailing under Captain Mark Litchfield, with two officers, a crew of 10, and 12 trainees. She will be the flagship of the Bicentennial Flotilla which will be sailing in Lake Ontario during the months of July and August to celebrate the provincial birthday.

BARBA NEGRA

CANADA Rig—Barquentine
LOA (Length Over All)—110′
Rig Height—82′ Beam—21′
Draft—12′ Crew—19
Total Sail Area—4,400 sq. ft.
Tons—120

Designed by Bob Lekve and built in 1896 in Hemne, Norway, the 110-foot barquentine flies the Canadian flag out of Savannah, Georgia. Originally a whale chaser, she was one of the first vessels to have harpoon cannons installed. In the early 1900's she became a fish transporter, and later engaged in coastal cargo trade. She was active in fishing, whaling and trading until 1956. Her current owner, Albert Seidl, bought her in 1970, and rebuilt and authentically rigged her in the old-fashioned style as a barquentine for the West Indies charter trade.

In 1971 she was commissioned to do the opposite of what she was designed for; working on research projects destined to save the great whales. BARBA NEGRA continues to sail great distances in this pursuit. She has been involved in a variety of research projects, such as "Save our Seas", and in work with Jacques Cousteau.

Her 82-foot high masts carry 16 sails, with a total of 4,400 square feet of billowing canvas, trimmed by a crew of 19 officers and trainees, under Acting Captain Gerhard Schwisow who is also a co-owner of this interesting vessel.

The BARBA NEGRA is ideally suited for practical demonstrations of the life at sea. Visitors can see firsthand the craftsmanship involved in sailmaking, shipwright work, blacksmith work, and carpentry on a historic ship.

These skills are intimately linked with the life of the seafaring man. Her experiences in environmental preservation and her cruise research on marine mammals and off-shore ocean pollution studies provide rich material to create awareness of the ocean's delicate ecology and its importance as a major food and energy resource for mankind's future.

She has sailed on more than 70,000 miles of ocean and coastal voyages on both sides of the Atlantic, and she is well known in international circles as a veteran of Tall Ships gatherings and marine research missions.

then . . . gull's wings
filled on the shifting wind
tall ships slip soundlessly
through hissing seas;
dreams of flight . . .
now . . . metal light as air
above/below moves man where
in ancient days
only hearts of oak and seamen dared . . .
dreams of flight . . . real
man's in motion . . . feel
ALCAN

MARQUES

Originally a Mediterranean two-masted "pailebot" schooner built in Valencia, Spain in 1917, of Spanish pine, steel fastened with a ferrocement bulkhead under fore and mainmast, the 117-foot MARQUES was rebuilt in the 1940's and traded cargoes of beer from Tarragona to Mallorca until the 1970's.

She was bought in 1972 by Robin Cecil-Wright, and brought to England, where she was re-rigged in 1974 as a two-masted Brigantine, and featured in several BBC TV films.

In 1976-77, she was re-rigged again as a three-mast barque (ie. square sails on fore and mainmast, gaff sail on mizzen) to represent *H.M.S. Beagle* in "The Voyage of Charles Darwin" for BBC TV. In 1977-78, she undertook a 20,000-mile voyage around South America, via the Magellan Straits, the Galapagos Islands, as part of the film.

The MARQUES had a complement of 8 square sails, 4 jibs, 4 main staysails, one mizzen staysail, one spanker (mizzen gaff sail), and 10 studding sails. Her maximum speed under sail was approximately 9 and a half knots, with wind force 7-8 on quarter.

GREAT BRITAIN Rig—Three-Masted Barque
LOA (Length Over All)—117′
Rig Height—86′ Beam—25′
Draft—10′6″ Crew—28
Total Sail Area—7,500 sq. ft.

Between 1978 and 1983, she took part in dozens of TV and feature films, Tall Ships Races, and promotional voyages, including a seven-week winter voyage to the Caribbean, via the Canary Islands, successfully weathering frequent gales of force 9-11.

On June 3rd, 1984, a few hours after the start of the Bermuda to Halifax Tall Ships Race, she was hit by a sudden gust, northeast of Bermuda, and sank in heavy seas in less than a minute, taking with her 18 crew members including the skipper, his wife and their 15-month old son.

The MARQUES was scheduled to take part in the Lake Ontario Tall Ships Rendezvous '84, and was to remain on the Lake as part of the Province of Ontario's Bicentennial celebrations. She had already won the first leg of the Tall Ships Race, in which six ships raced from San Juan, Puerto Rico, to Bermuda.

IN MEMORIAM

To those who went down with the
MARQUES

June 3, 1984
Ian James Alistair Brims, Canada
Clyde-Rae Bowen, Antigua
Bryant Rufuss Bryant, England
Janis Edgars Gravlejs, Canada
Jack Aaron Heath, Canada
Thelma Heath, Canada
Rodney Hector, Antigua
Thomas Andrew Le Bel, United States
Andrea Sloan Lee, United States
Carl Mason, Antigua
James F. McAleer, United States
Peter Messer-Bennetts, England
Augustina Nathaniel, Antigua
Susan Peterson Howell, U.S.
Stanley Seon, Guyana
Gillian Shaughnessy, England
And skipper Stuart Finlay, his wife Aloma, and their son Christopher

IT TOOK THE CO-OPERATIVE SPIRIT TO FISH CANADIAN WATERS

Long before Columbus "discovered" America, Europeans regularly came to the Grand Banks near Newfoundland to catch cod. It was, and still is, the world's richest fishing ground. Those first European fishermen would clean the cod, pack it in salt and head for home.

English fishermen also came to the Banks, but they had one problem — never enough salt. To get around that difficulty, they established settlements on the Newfoundland shore. Here they could cure the cod during the summer, using less salt and more sun. It was a co-operative effort, with people working together to get the job done.

Today, co-operation still counts. Across the country over 9 million Canadians are members of co-operatives. And you can be part of that co-operative spirit by contacting The Co-operators for your insurance needs. At The Co-operators we believe in working together to provide the best service available. Because we care . . . about you and about the future.

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Salting and drying fish – Newfoundland.

BLACK JACK

CANADA Rig—Brigantine
LOA (Length Over All)—92′
Rig Height—80′
Beam—14′7″
Draft—6′ Crew—12
Tons—45.25

The BLACK JACK was built on the hull of a 1904 steel tug, the *G.B. Pattee II,* at Quyon, Quebec, which had been involved in hauling logs to lumber mills until she was beached in 1950. The tug, then the pride of the Upper Ottawa Improvement Company, was 61½ feet long, 14.7 feet wide, and drew 6 feet of water. Her power plant was a 1-cylinder upright steam engine, built by Perkins Brothers of Ottawa, in 1882, and she had a tubular boiler built in 1892, by the firm J. & R. Wier.

In 1952, Captain T.J. Fuller overhauled her and fitted her out as a sailing ship, redesigning the bow and adding a long bowsprit. New deck and cabin space were built, and the vessel was rigged as a brigantine, with two square sails on the foremast, and a schooner rig on the main.

After a violent storm in 1964, in which she broke her anchor cable and suffered serious damage to her steel plates in being washed ashore upon the rocks, she was fibreglassed. She continued to sail on the Ottawa River for another 10 years, and then in 1974 she was overhauled and a new engine installed. New square sails were ordered and extensive work was done to the rigging. In 1976, she was sunk by ice and vandalized, and had to have her interior redone twice. In 1977, she was transported across the City of Ottawa on a 36-foot bed truck, and launched in the lower Ottawa River. From there, she cruised the Great Lakes for 75 days, and then was returned to Lake Deschenes. In 1981 she was dry-docked, to make way for the new and better brigantine, *Fair Jeanne,* and her present skipper, Simon Fuller, took on the job of renovating her, a task which lasted until 1983. In the height and peak of her life, she berths at the Britannia Yacht Club. She has done extensive sailing through the summer of 1983, and will celebrate her 80th birthday this year, during which she will be visiting Quebec City, Toronto, and Rochester.

CHRISTIAN VENTURER

CHRISTIAN VENTURER is a 3-masted staysail schooner, weighing 26 tons. She sets 7 sails, and also has a 6 cylinder diesel engine. Her hull is of fibre-glass foam sandwich construction, and she is the only schooner built in Bermuda for the last 100 years.

The original colonists went to Bermuda in the early 17th century to grow tobacco for export to England, but they soon found that the island was not suited for an agricultural economy, and were forced to look to the sea for their livelihood.

The warm ocean was not productive enough to support a fishing industry for export, so the Bermudians found their place as traders. Their one great asset was the local red cedar, which grew in abundance on the island and was ideal for shipbuilding. It was strong but relatively light in weight, so that cedar hulls made for fast vessels. A whole generation of trading sloops were built and much sought-after by other seafarers because of their speed.

BERMUDA Rig—
Staysail Schooner
LOA (Length Over All)—78.5′
Rig Height—43′ Beam—12′
Total Sail Area—1,845 sq. ft.
Tons—26

During the wars between the English and French during the 18th century, trading was often interrupted, and the Bermudians also turned to privateering. Bermuda shipbuilding flourished into the early 19th century, by which time much of the cedar had been cut, leaving the island denuded.

The ship was designed by William Nash and owner Bob Doe, and she was built by Robert Doe in Bermuda in 1976. Her maiden voyage from Bermuda to the U.S. Virgin Islands, set an official speed record for that trip.

She has been part of several Tall Ships Races, and was the winner of the "B" class Tall Ships Race from Boston to Norway in 1980. She also took second place in a series of races in the Baltic Sea.

CHRISTIAN VENTURER is also involved in sail training for young people, and has made numerous trips to the United States. She sleeps 10 cadets and 4 officers.

Captain Doe, his wife Penny and daughter Jennifer live on board the ship, and when she is in her home port of Bermuda during the summer season, she does day sail charters for tourists. During the winter months, she is used for fishing and deep water research.

GEDANIA

Like other ships of her kind, the GEDANIA is one of 300 vessels built each year in Gdansk, where two shops are devoted full-time to the conception and construction of yachts. Owned by the yards, the GEDANIA is maintained by one of the clubs affiliated with Naval Engineers, who uses it for its 1,200 members.

Built of steel in 1975, in the famous Gdansk shipyards of Poland, and owned by the Engineers Yacht Club of Gdansk, the GEDANIA illustrates the schooner rig in its simplest form. The main mast is stepped in the sternmost third of the hull, and the mizzen and smaller mast, in the forward third. The three sails, mainsail, mizzen, and jib, are all boom-rigged.

POLAND Rig—
Staysail (Bermudan) Schooner
LOA (Length Over All)—72′
Beam—17′8″ Draft—10′9″
Crew—14
Tons—50

She will have a mixed crew, and she also took part in the 1982-83 and '84 Cutty Sark Races. She is sailing under Captain M. Czarniawski with one officer, two crew, and two trainees.

The GEDANIA is a veteran of two Polar expeditions; in 1975-76, skipper Dariusz Bogucki reached 76° 37″ N, in the Northern Passage, where the Canadian authorities prevented him from continuing the voyage. He also reached 67° 57″ S, near Adelaide Island by the Western coastline of the Antarctic Peninsula.

In 1981, on board GEDANIA, Skipper Wojciech Wierzbicki navigated around the Spitsberg Archipelago, at 80° N, in the Arctic Ocean.

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JOANA I

CANADA Rig—Gaff Ketch
LOA (Length Over All)—85′
Rig Height—64′ Beam—17.5′
Draft—7′5″ Crew—14
Total Sail Area—2,400 sq. ft
Tons—42

A modern boat with the charm of yesteryear, the JOANA I was custom-built in St. Louis de Pintendre near Quebec City in 1977, based on plans by the American marine architect Francis Herreshoff, JOANA I sailed in the St. Lawrence River and the maritime coastal waters until 1979. Homebuilt in steel, her rigging resembles fishing and transport ships of the late 1700's. She can carry a total of nine sails at the same time.

In 1980, the JOANA I was the only Canadian ship to sail across the Atlantic to participate in the gathering of school ships organized by the Sail Training Association in Europe. She also took part in Tall Ships gatherings in Kiel, Karlskrona, Frederickshavn, and Amsterdam. Under skipper Antonio Freire, the ketch also flew the Canadian flag in 1982, at gatherings in Falmouth, Lisbon, Vigo and Southampton, and in 1983, won the race from Weymouth to Saint Malo.

In addition to allowing crews of 12 young people to learn about sailing and about the sea, the JOANA I has been used in several film productions.

The JOANA I sails up to Sept-Iles, and then to North Sydney and Shelbourne, Nova Scotia, where she changes crew and returns to Quebec, by way of Canso, Shipagan, and Gaspe.

The young crew is chosen throughout the province of Quebec, from among those who contribute to the funding of a new barquetine with the sale of calendars, sweaters, and photos. Their efforts have already brought in more than 60% of the construction cost of the new sailboat, estimated at two million dollars.

Built by Thomas Fire of Tonawanda, U.S., over a period of 4 years, the MONOLITH is a replica of the 244-foot, 1850 clipper ship, *Flying Cloud,* which took 89 days to sail from New York around the southern tip of South America to San Francisco. She was launched in the summer of 1983. Fire, who also has built a 9-foot long clipper ship, and a 12′ square-rigged boat, fashioned most of the MONOLITH's iron work, in his own backyard blacksmith's shop. He works as a chimney sweep for a Williamsville firm.

"Clipper ships established some sailing records that have not been beaten to this day," says Thomas Fire. "They're one of the most purposeful and beautiful things that man has ever made."

UNITED STATES
Rig— Clipper Ship
LOA (Length Over All)—35′
Rig Height—24′ Beam—7′4″
Total Sail Area—540 sq. ft.
Tons—5

The sail plan of the MONOLITH includes a full set of studding sails, small sails carried on the spar ends, outboard of the main sail pattern. The cabin is big enough for four, with ample open deck. According to Coast Guard regulations, the boat can carry as many as 11 people.

The hull is double-planked, having an overall thickness of 1¼″, over white fir ribs. All the trim is oak and mahogany, and copper sheeting covers the hull from above the water line to the keel. The copper-sheathed hull, which protected the boat against decay, and the traditional clipper lines, together with the complement of 35 sails, make the MONOLITH a clipper ship in the tradition of the long, fast schooners that sailed the Atlantic in the 1850's, to India and South China, carrying opium, tea, and silk.

The first clipper ship is generally considered to have been the RAINBOW, built in 1845.

The Cutty Sark is the only tea clipper still in existence, having been saved from the breaker's yard, and in 1957 opened as a museum ship in a dry dock of Grenwich, England.

NORFOLK REBEL

UNITED STATES
Rig— Gaff Schooner
LOA (Length Over All)—59′
Rig Height—48′ Beam—15′
Draft—6′ Crew—7
Total Sail Area—1,707 sq. ft.

The NORFOLK REBEL is the first of its kind: a sail-assisted, multi-purpose workboat, designed to harness the wind to reduce fuel consumption. Captain Lane A. Briggs of Norfolk, Virginia, coined the term "Tugentine", now a registered trademark, to describe his unique new vessel.

The idea was born after Captain Briggs hosted a regatta for the sail boats at his marina, with a party afterwards for participants. The regatta rules said he had to race to come to his own party, so he fitted out his 46′ tugboat, *Steel Rebel,* with makeshift mast and sails, as a joke. It was no joke a few days later, when the *Steel Rebel* was towing a barge on Chesapeake Bay, and Captain Briggs decided to raise his sails. The tug increased its speed by a knot and a half, and the time for the tow was shortened by several hours, with less fuel consumption.

The hull design of the *Steel Rebel,* did not allow her to sail well upwind, so Captain Briggs commissioned naval architect, Merritt Walker, to design a new, sail-assisted vessel. The result was the NORFOLK REBEL, built for towing, fishing, cargo-carrying, and salvage work. Her special hull characteristics, and the combination of a 320 hp engine and ample sail area allow her to work under sail, power, or both, saving over 30% of her fuel.

A gaff-rig was selected because it has several advantages on a work boat. The raked masts require no running backstays, and fit under bridges, and the sails are small enough for one man to raise or lower. Several sail combinations are available for different wind conditions, and the NORFOLK REBEL can even carry a spinnaker.

Her bowsprit increases the available sail area, and can be retracted for pushing barges.

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MORE BLAST FOR A BUCK THAN EVER BEFORE!

During the Christmas holidays of 1960, a Toronto businessman, Mr. J. G. Loriman, was inspired by a film depicting life aboard the great Norwegian training ship, the square-rigged *Christian Radich.* Together with his family and a group of supporters, he embarked on a project which culminated in 1962, with the construction of the steel Sail Training Vessel PATHFINDER.

Designed by Francis MacLachlan, and built in Kingston, she was launched on May 3, 1963, and sailed to Toronto, where she set up her home base.

PATHFINDER is a hermaphrodite brigantine. This means she has a reduced rig, carrying only a course and a fore topsail as square-rigged sails, which, together with her jib, jibtop, main, and fisherman, form her working rig. In addition, she has a main gaff topsail, a genoa, and four studding sails. The fact that she has no tie between the tops of her masts, distinguishes her from a topsail or staysail schooner.

Her first Captain was Maurice Smith, who is now the Director of Marine Museum of the Great Lakes of Kingston.

In 1967, she participated in Expo '67 in Montreal. She participated in the Tall Ships Parade of Sail in New York Harbour, as part of the American Bicentennial celebrations in 1976, and after 15 full seasons of sail training, she underwent a major refit in the winter of 1978-79.

1978 saw the beginning of regular two-week training cruises aboard the S.T.V. PATHFINDER. Applicants are accepted at 14 years of age, with possible advancement to officer positions in later teen years. Shipmates learn to depend on each other and on themselves, and new skills in boat handling and the importance of teamwork contribute special satisfactions.

An adult program of evening and weekend cruises began in 1982, and continues in full force. During the winter months, many trainees are actively involved in ongoing maintenance programs.

The vessel is owned by Toronto Brigantine, a non-profit organization, and is maintained by private and corporate donations.

The S.T.V. PATHFINDER sails under Captain R. Bruce MacDonald, with a complement of 6 officers, 4 petty officers and 18 trainees.

▷ ▷ ▷ ◁ ◁ ◁

CANADA Rig—Brigantine
LOA (Length Over All)—72′
Rig Height—44′ Beam—15′6″
Draft—7′6″ Crew—29
Total Sail Area—4,400 sq. ft
Tons—39

In 1972 Toronto Brigantine decided to build a second brigantine for the organization. Once again, the services of Francis MacLachlan were secured to design the new vessel, similar to the sister ships *St. Lawrence II* and *Pathfinder,* maintaining the same rig. The hull was made slightly longer, with a fuller stern and more freeboard, resulting in a vessel with slightly higher displacement (45 tons against *Pathfinder's* 39).

PLAYFAIR was launched in Kingston, near the end of May 1973, and on June 27 of that year, she was officially named by Her Majesty Queen Elizabeth II, and Prince Phillip. That act made PLAYFAIR the first Canadian vessel ever to be named by a reigning monarch in the nation's history.

Just as *Pathfinder* had done 10 years before, PLAYFAIR motored the length of Lake Ontario to Toronto, and was officially commissioned on July 30, 1974, taking on the first all-girl crew on a regular training cruise a week later.

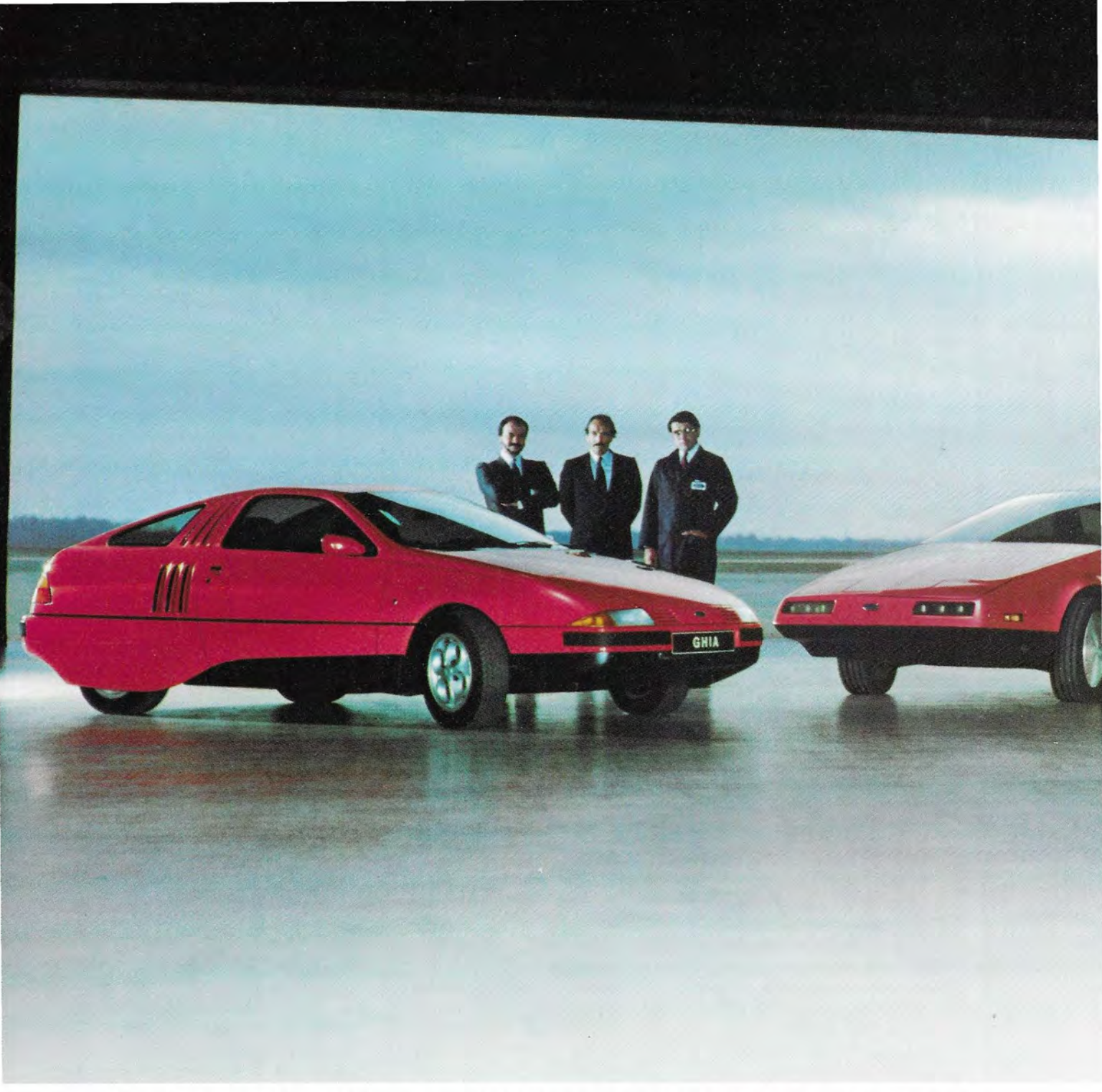
The success of this first girl's cruise encouraged the Board of Directors to continue the experiment, and it is now an accepted part of the Brigantine program. As for their ability to handle the square-rigger, suffice it to say that in 1978, in a competition cruise between an all-male crew on *Pathfinder,* and an all-girl crew on PLAYFAIR, the all-girl crew emerged victorious.

▷ ▷ ▷ ◁ ◁ ◁

CANADA Rig—Brigantine
LOA (Length Over All)—72′
Rig Height—44′ Beam—15′6″
Draft—7′6″ Crew—28
Total Sail Area—4,400 sq. ft.
Tons—45

The PLAYFAIR participated in Tall Ships '76, together with her sister ships *Pathfinder* and *St. Lawrence II.* During the sail down to New York, all three vessels successfully weathered stormy seas in their first taste of salt water.

The PLAYFAIR's first Captain was Fred McConnell, the painstaking perfectionist who built *Canada I.* She presently sails under the command of Captain David Hughes, with six officers, four petty officers, and a crew of 18 trainees.



The Italians Have A Word For

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So the next time you see an incredibly beautiful automobile rolling down one of our Canadian highways, and wonder what kind of car it is, chances are its name will be a lot easier to pronounce than Maserati or Lamborghini.

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PROVIDENCE

UNITED STATES
Rig— Continental Sloop
LOA (Length Over All)—110′
Rig Height—96′ Crew—45
Beam—20′ Draft—10′
Total Sail Area—3,470 sq. ft.
Tons—67.5

Today's PROVIDENCE, is an authentic reproduction of the U.S. Navy's first warship, and serves as a sail training vessel. The original sloop Katy/PROVIDENCE, a star fighting craft of the American Revolution, was built by the Providence merchant, John Brown, about 1770, and until 1775 engaged in highly prosperous trade with ports in the West Indies.

Under Captain Abraham Whipple, the ship captured the armed schooner *Diana* off Conneticut Island in the first at-sea fight of the American Revolution, in May 1775. Five months later, she was renamed PROVIDENCE, and was Rhode Island's first contribution to the Continental Navy. She sailed with Esek Hopkins' squadron for the Bahamas, where she landed Marines in Nassau in the fist amphibious operation of the war.

For six months in 1776, the PROVIDENCE was the first war command of the legendary John Paul Jones.

Two years after her original visit to Nassau, the PROVIDENCE singlehandedly landed 28 Marines who seized Fort Nassau, turning the cannon on the harbour and town, and obliging five ships in the harbour to surrender.

Burnt by her own crew in Penobscot Bay in Main, in August of 1779, to avoid capture by the British, the sloop PROVIDENCE had a war record unmatched by any other Continental ship, capturing 40 British prizes, including the 18-gun British frigate, *Diligence.*

Based on plans, by maritime architect Charles Wittholz, she is built of wood and fibreglass and carries 12 five-pound guns. Built in Newport, Rhode Island by Seaport '76 Foundation Ltd., a non-profit organization, the sloop functions entirely on contributions from supporters and charter fees.

During recent summers, the PROVIDENCE has taken part in historical reinactments and engaged in youth training under sail, as well as acting as escort during the America's Cup races of 1977, 1980, and 1983.

In 1980, she joined the Tall Ships at Boston, from the 350th anniversary of that city. She will be sailing into Lake Ontario under the command of Captain Albert Rodrick, a 20-year veteran of ocean sailing.

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SHEILA YEATES

The SHEILA YEATES is a wooden gaff-rigged ketch which was completed in June 1976. She was built in the famous Lunenbourg yards in Nova Scotia. Her frames are oak planked with cedar, mahogany plywood was used for the cabin structure and the decks and cabin trim are teak.

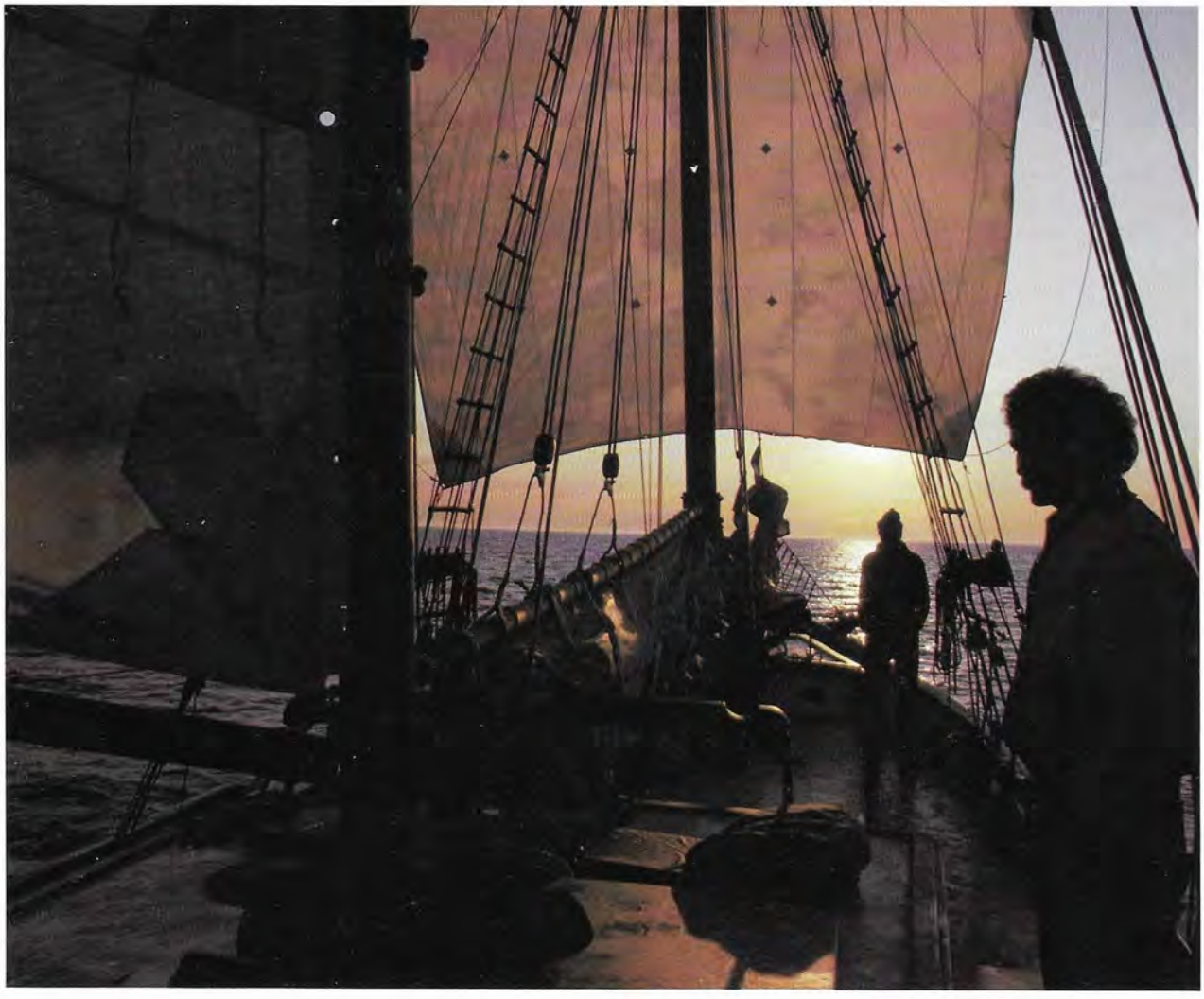
Her design is based on the small commercial sailing vessels built around the time of the American Civil War. She is equipped with deadeyes instead of turnbuckles. The authentic detailing is a product of great research by her designer, Robert W. Jackson, and the owners made more than a dozen trips to Nova Scotia for lumber and parts.

UNITED STATES Rig—
Gaff—rigged Ketch
LOA (Length Over All)—66′
Rig Height—68′
Crew—14
Total Sail Area—2,010 sq. ft

The sail plan is classic, and includes a square course and square topsail for downwind work, as well as the fore and aft sails, main, gaff-topsail, mizzen, staysail and jib, giving versatility for all conditions. She is unique in that she has a wood-burning stove used both for heating and cooking.

In 1985, the SHEILA YEATES will be going to Greenland, Iceland, Western Ireland, the Faroes, Orkneys, and Norway. She will be left in Cornwall, England or Vigo, Spain for that winter, and will be returning to the U.S. by way of the Azores, S.E. Trades, and the Virgin Islands.

The vessel is presently owned by 15 individuals, and sails on a regular basis on Lake Superior, out of Grand Portage, Minnesota.



ST. LAWRENCE II

CANADA Rig—Brigantine
LOA (Length Over All)—59′8″
Rig Height—Beam— 15′2″
Draft—7′9″ Crew—27
Total Sail Area—2,490 sq. ft.
Tons—32

In the early 1950's, the Royal Canadian Sea Cadets Corp., St. Lawrence, in Kingston, was a thriving organization in need of a training vessel. A charitable corporation called Brigantine Incorporated, was formed under the direction of Mr. A. Grant MacLachlan who, together with a group of sea cadet officers and other Kingstonians, commissioned his son, Francis MacLachlan, to design a square-rigged vessel suitable for sailing on the Great Lakes.

On December 5, 1953, the hull of the ST. LAWRENCE II was launched at Kingston Shipyards. The task of finishing her was carried out over the following three years, with much of the work done by volunteer craftsmen and the cadets themselves.

She first sailed, in an unfinished state, in June 1955, and was put into full-time service as a training ship in July 1957. She has sailed every summer since, slowly evolving from a Sea Cadet training ship, into a training ship for any interested youths 13 to 18.

The highlights of her career have been many. In 1964, she represented Canada at Operation Sail at the New York Worlds' Fair. In 1967, she visited Expo '67 in Montreal. In 1973, she stood by in Kingston, as her newest sister ship *Playfair* was named by Queen Elizabeth II. In 1976 she was at the Bicentennial Review in New York City, the largest assembly of sail training vessels ever.

The ST. LAWRENCE II is rigged as a brigantine, carrying square-rigs on the foremast. This rig includes seven fore and aft sails, and two squares. When running before the wind, she can set studding sails, reminiscent of the clipper ships of the days gone by.

The day-to-day operation of the ship is entrusted to the Captain and senior crew, selected from those who have come up through the ranks in the organization. Training cruises vary in length, but are usually of two-week duration. Like many other sail training ships, the ST. LAWRENCE II was not built with the primary aim of training boys for the sea. Rather the discipline that the sea imposes is used to develop character and a sense of responsibility, and the team work aboard the ship stimulates duty, reliability and mutual trust.

ST. LAWRENCE II is owned by a non-profit corporation, Brigantine Inc., in Kingston.

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ZAWISZA CZARNY

The ZAWISZA CZARNY II, a 141-foot three-mast staysail schooner with an unusual wishbone rig, was reconstructed in 1960, from a fishing trawler, *Cietrzew,* built at the Stocznia Polnocna yard in Gdansk in 1952. During the reconstruction, the superstructure was removed, the ballast keel and three steel masts were added, the interior was rearranged, and in 1968 the stern was lengthened by 13 feet.

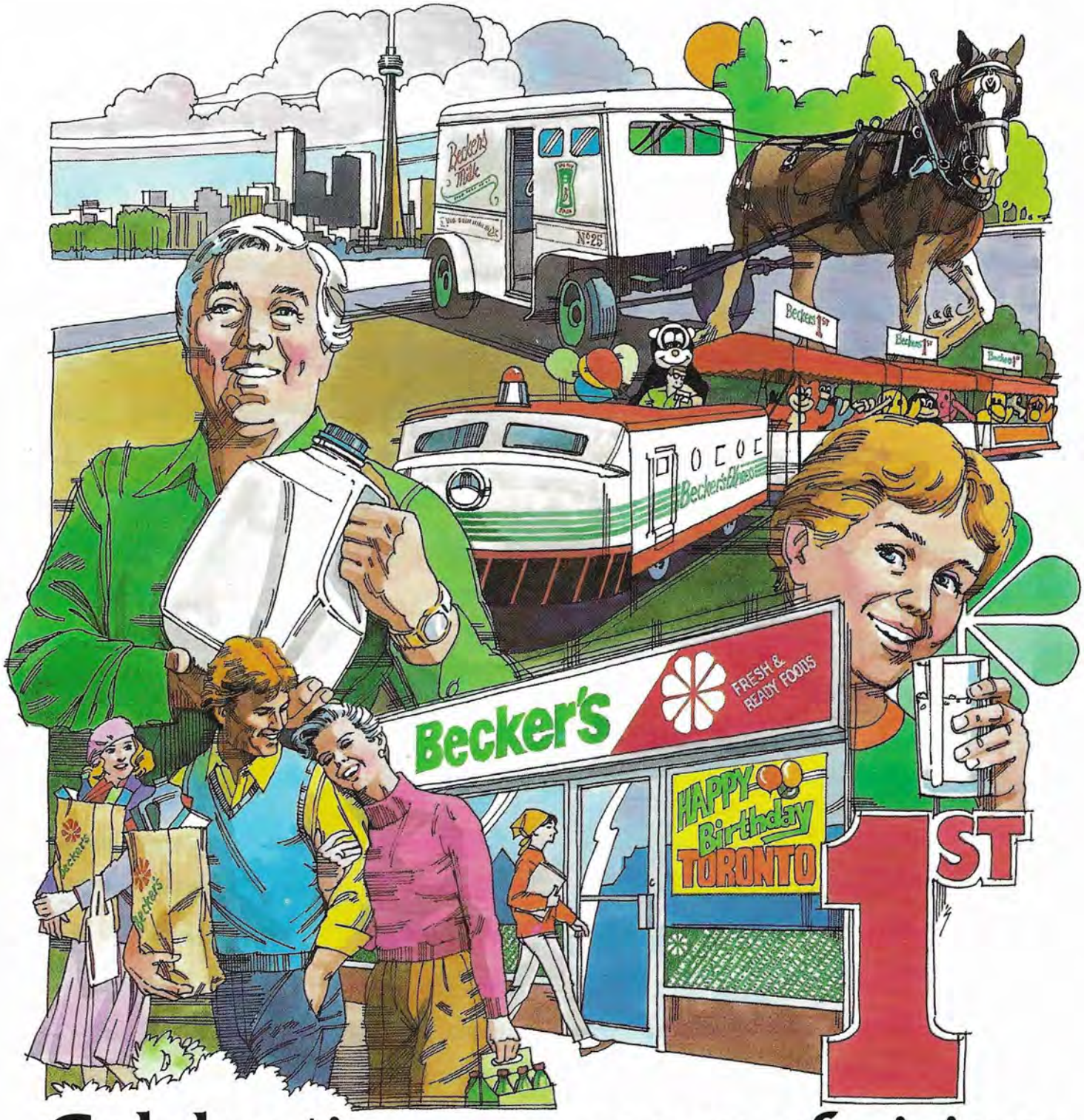
She carries 11 sails, with 5,920 square feet of canvas, which can carry her at a speed of 12 knots in good weather conditions. The distinguishing feature of her rigging is her three staysails, set in front of the mizzen, main and foremasts respectively. In addition to the square foresail, she carries a raffee, which is a triangular, square-rigged topsail. She sails under Captain J. Sauer, with 5 officers.

Between 1961 and 1975, she made 120 cruises, carrying a total of 5,161 trainees, covering well over 100,000 sea miles, from Iceland to Gibraltar. She has visited all the Baltic and North Sea countries many times. In 1969, she rounded Iceland, and in 1970 she visited the Canary Islands, Agadir, and Casablanca. She took part in Operation Sail 1972, coming in fifth in the Class B race on the Helsinki-Trelleborg course.

At present, she runs regular monthly training trips between Algiers and the Canary Islands, visiting such ports as Oran, Malaga, Gibralter, Santa Cruz de Tenerife, and Las Palmas. Every month a new crew of 40 trainees is flown in from Warsaw.

In 1934, the Polish Pathfinders union bought an old wooden Swedish trading schooner, Petrea (built in 1902) and reconstructed her as the sail training ship ZAWISZA CZARNY. From 1935 to 1939, she made twenty long range and short cruises around the Baltic and the North Sea, until, in October 1939 she was captured by German Nazis and taken from Gdynia to Germany. In 1946 she came back, but was so badly damaged that reconstruction was impossible, so she was scrapped.

POLAND
Rig— Staysail Schooner
LOA (Length Over All)—141′
Rig Height—90′
Total Sail Area—5,920 sq. ft.
Tons—340



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A city, much like a company, flourishes and prospers because the people who are part of its make-up continue to work hard toward realising a vision that's more than just a day-to-day commitment to growth.

So when that city grows in stature and exists in an environment that's open, friendly and humane, it's time to celebrate that vision. A celebration, not so much for the adults who plan and organize it, but for our children and their children who will soon assume the responsibility of guarding its traditions as well as offering their own unique contributions to its success.

To Toronto, its people and places, from Becker's, its employees and associates, a very Happy Birthday and many, many more to follow.

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CHALLENGE

CANADA
Rig—Three-Masted Topsail Schooner
LOA (Length Over All)—95′
Rig Height—85′ Beam—16′
Draft—7′

The CHALLENGE was built in 1980 in Port Stanley, by Kanter Yachts Co. She was designed as a school vessel by Bob Johnston of Port Colbourne, to combine the classic lines of her namesake—the first clipper schooner on the Great Lakes, built in 1852 in Cleveland, Ohio, with the best of today's technology.

She sailed from 1980 to 1982 as a passenger vessel on Lakes Erie and Ontario, as well as in the Virgin Islands. The CHALLENGE was refitted in 1984 in St. Thomas, Ontario, where her original builders lengthened her by approximately 18 feet.

The CHALLENGE has a complement of 7 sails, with a total sail area of 3,250 square feet. She can carry an additional 2,000 square feet of genoa/spinnaker. The sail plan is in the tradition of the Grand Banks Schooner, with three masts stepped on deck at different levels, although all three of them are the same height.

She has a deck space seating capacity for 60 passengers. The entertainment areas comprise in total approximately 850 square feet. These two areas will be rebuilt into cabin space for 18, in time for the winter season in the south.

ETHEL

GREAT BRITAIN
Rig— Spritsail Barge
LOA (Length Over All)—83′
Rig Height—41′6′ Beam—21′
Draft—7′ Tons—83.8
Total Sail Area—2,409 sq. ft

The S.B. ETHEL is a Thames spritsail barge typical of those which carried cargo to London and nearby communities for more than 100 years.

She was built in 1894 at the J.H. Cann Shipyards in Essex, England, and most of her working years were spent delivering grain between London and Ipswich. At one time almost 3,000 barges sailed the Thames River. Although small, averaging 80 feet in length, such barges have wide hulls and a shallow draft which allows them to carry large, heavy cargoes. The ETHEL's draft—the depth of water required to float her when loaded—is only about six feet.

The design of the ETHEL's sailing rig has proved reliable for 150 years. The combination of the shape, number and arrangement of her sails and masts permits the barge to take advantage of almost any wind to keep her and her cargo moving. The unusual rust colour of her sails results from a traditional method of preserving and protecting sails after they have been dried and repaired at the end of the sailing season. The ETHEL has circumnavigated Great Britain via the Crinan and Caledonian canals as well as touring the inland waterways of the Netherlands and Belgium.

Redpath Industries will be bringing the ETHEL to Toronto as part of its celebrations to mark the 25th Anniversary of Redpath Sugar's refinery. She is expected to arrive in mid June, and be in Toronto during June and July.

JAN Z·KOLNA

POLAND Rig—Ketch
LOA (Length Over All)—66′7″
Rig Height—61′4″
Beam—13′5″ Draft—8′6″
Crew—24 Total Sail Area—
Tons—26

Built in 1962, in the Gdansk Shipyard, the JAN Z KOLNA is the sixth in a series, and was first used by the Arka Club as an instruction yacht. She was later chartered by the Dalmor Deepsea Fishing Company, and since 1979 has been the property of the Gdansk Shipyard.

She has sailed on the Baltic Sea to the U.S.S.R. and the Scandinavian countries, and her longest cruise to date has been to the Canary Islands. Entered in the 1984 Tall Ships Race by the Akademicki Klub Morski, she came in first place in Class-C I in the Race from Bermuda to Halifax on elapsed time, and third on corrected time. She was also first on elapsed time in the St. Malo to Bermuda Race.

J·I·TARTE

The J.I. TARTE, built by Robert Perrault, of Pointe Claire, Quebec, is the only square-rigger in Quebec, and took 17 years to build. The start of its construction dates back to early 1968. The original rig, which was to be a schooner, was changed to that of a brigantine in 1975. The J.I. TARTE was christened and launched on June 24, 1981, and will undertake her first travels in the summer of 1984.

The boat is named after the builder's grandfather, Joseph Isreal Tarte, who was Minister of Public Works in Sir Wilfrid Laurier's cabinet from 1896 to 1902. Born in 1848, Mr. Tarte played a very important part in the development of maritime transportation in Canada, as it was he who mas-

▷ ▷ ▷ ◁ ◁ ◁

CANADA Rig—Two-Masted Brigantine
LOA (Length Over All)—72′
Rig Height—63′ Beam—15′6″
Draft—6′2″ Crew—15
Total Sail Area—3,029 sq. ft

terminded the widening of the navigation channel in the St. Lawrence to 450 feet, and had it dredged to 30 feet. He was a committed Canadian nationalist, whose motto was "Canada for Canadians". His death in 1907 created a commotion in the political world, and over 3,000 people took part in the funeral procession.

Peter Falus, who was for a number of years a sailing master on the 241-foot, full-rigged Norwegian ship *Christian Radich*, is the sailing master on the J.I. TARTE. He handles the training aspect, and directed the set-up, as well as the vessel's complex standing and running rigging.

The boat carries a total of 11 sails, four of which are square sails on the foremast.

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LOTUS

UNITED STATES Rig—Two-Masted Gaff-rigged Schooner
LOA (Length Over All)—53′
Rig Height—39′ Beam—12′3″
Draft—4′11″ Crew—15
Tons—16

The LOTUS is used by a Sea Explorer Unit during the summer months, for cruises varying in length from one day to a week. She visits ports all around Lake Ontario, from Toronto to the Thousand islands.

She has two masts supporting 950 square feet of Dacron sail, and a 6 cylinder gasoline engine. She can attain speeds up to 10 knots under sail or engine power.

She has three cabins, a head and a galley below decks, and sleeps ten in bunks, carrying a radiotelephone and a full compliment of safety lights, lifeboats and life jackets.

Her hull is entirely of wood, with carved planking. She was designed by Wm. H. Hand Jr., and was built in 1917 at Van Dorn, Rocky River, in Ohio.

She was donated to the scouting program by Mr. & Mrs. John Trahey and Mr. & Mrs. Ezra Hale. Her home port is Trestle Marine, Sodus Point, New York.

Sea Explorer Ship (S.E.S.) 303 was established in 1965 as an Exploring Unit in the Otetiana Council of the Boy Scouts of America. Sponsored by the Webster Kiwanis Club, the Unit is dedicated to nautical experience and training of young people in boating and marine technology, with emphasis on sailing.

All members of the Unit follow the established Sea Explorer Training and Advancement Program, with its standards and awards, and the members may also earn additional training and service awards.

NOTRE DAME DES FLOTS

FRANCE Rig—Gaff Ketch (Dundee)
LOA (Length Over All)—92′
Rig Height—68.3′ Beam—19′
Draft—9.5′ Crew—7 Tons—72
Total Sail Area—2,339 sq. ft

▷ ▷ ▷ ◁ ◁ ◁

Originally a 1942 Gravelines herring boat, abandoned at the bottom of Dunkirk Harbour, the *Oiseau Bleu* was a wooden motor trawler. She was bought by her present owners in 1976, and re-commissioned as gaff ketch NOTRE DAME DES FLOTS in 1983 after seven years, 40,000 man-hours of work, and a $45,000 investment.

S·Y·STOMIL

POLAND
Rig—Sloop
LOA (Length Over All)—50′

Built in 1977, and owned by the Akademicki Club Zegarski, from Lodz, the STOMIL will be sailing under Captain Wotold Zedziwy, with a mixed crew.

TRYGLAW

POLAND Rig—Sloop
LOA (Length Over All)—32′2″
Rig Height—49′
Beam—7′4″
Draft—6′9″
Crew—7

Built in 1975, as one of the most modern designs to come out of the "Leonid Teliga" shipyard in Szczecina, Poland, the TRYGLAW is owned by the Wyzsza Szkola Morska of Szczecina. She took part in Operation Sail 1976 and the U.S. Bicentennial celebration, in Operation Sail 1981, and in yacht races in Poland and Germany. She will be sailing to Lake Ontario under Captain Antoni Brancewicz, with five officers and two trainees.

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WOJEWODA POMORSKI

POLAND Rig—Sloop
LOA (Length Over All)—57′5″
Rig Height—72′
Beam—15′4″ Tons—29.3
Draft—9′4″ Crew—11
Total Sail Area—1,722 sq. ft.

The WOJEWODA POMORSKI was built in 1976 at the famous Gdansk Yacht Club, by naval architect Ryszard Langer. The Bermuda-rigged sloop is made of fibre-glass, and is owned by the Student Yacht Club of Gdansk. Her Captains are Mario Sas Bojarski, and Henryk Czajkowski.

She has participated in several international sail races, including, in 1976, one covering Germany, Denmark, Sweden, England, France, and Holland; and in 1977 from England to the Canary Islands. In 1978 she raced from Goteborg to Den Helder via Goteborg, and from France to Spain as part of Operation Sail 1978. She is sailing with a mixed crew of three officers, one crew member, and eight trainees.

WIZARD OF THE NORTH

The WIZARD OF THE NORTH is a classic, wooden, offshore cruising yawl.

She was designed by Olin Enderlein, a young Swedish naval architect who at the start of his career won first prize in the Yachting World designing competition in 1947. Built in the Sunstaviks yard in Sweden, she was launched in 1950.

The WIZARD OF THE NORTH has a complement of 9 sails. She flys a mizzen staysail and a 1200′ masthead spinnaker. The working staysail is set on the forestay and a large genoa can be set from the masthead. She has a white hull, mahogany planking on oak frames, sitka spruce masts and spars, layed teak deck, and a mahogany cabin trunk.

The Royal Ontario Cruising Club of Toronto, Ontario uses the WIZARD OF THE NORTH as their training ship to prepare for cruising holidays in Canada, the Caribbean and Europe.

CANADA Rig—Yawl
LOA (Length Over All)—47′ 6″
Rig Height—60′
Beam—10′ 6″ Draft—6′ 10″
Crew—10 Tons—12.8
Total Sail Area—2,100 sq. ft.

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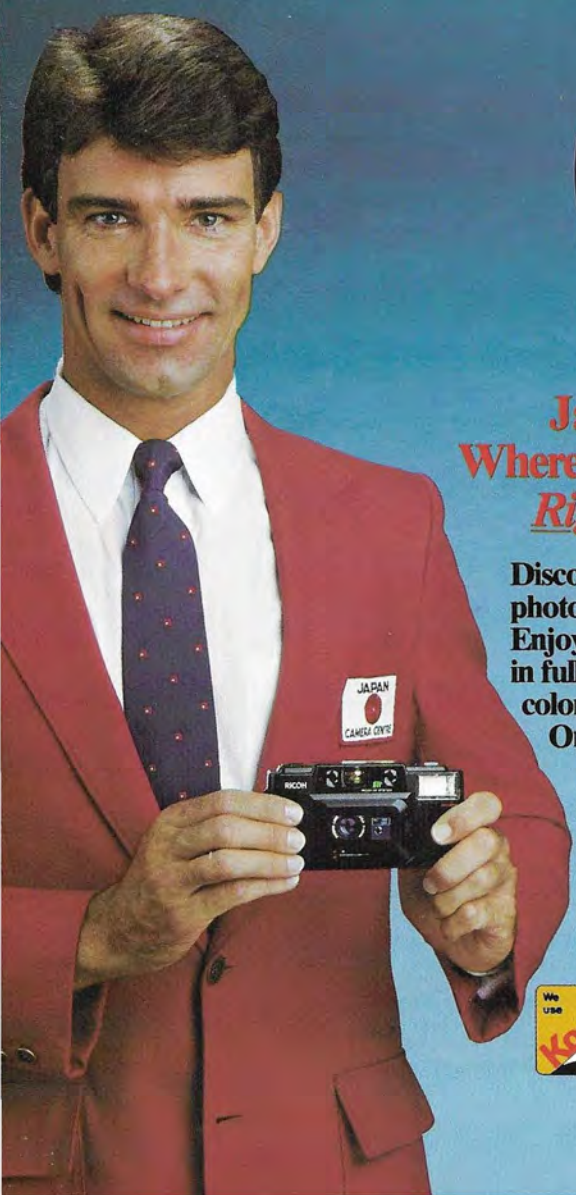

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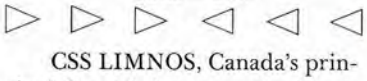
SYLVIA

GREAT BRITAIN Rig—
Gaff-rigged ketch
LOA (Length Over All)—95′
Rig Height—69′
Draft—5′9″
Crew—15

Built in 1898 in Denmark, of oak wood with pitchpine masts and spars the SYLVIA started life as a trading vessel, carrying first cargoes of wheat and then coal. She was sold out of trade, and used as a yacht by several successive owners. The last one abandoned her in a derelict condition in the Balearic Islands, where she was found by her present owners who bought her in 1979. The SYLVIA was restored over a period of four years, at her berth near Paris.

C·S·S· LIMNOS

CANADA Rig—Survey
Research Vessel
LOA (Length Over All)—147′
Beam—32′ Draft—9′
Crew—14
Tons—600



CSS LIMNOS, Canada's principal Great Lakes research ship, is based at the Canada Centre for Inland Waters, one of the world's leading water research institutes, in Burlington, Ont.

Ranging throughout the Great Lakes, LIMNOS conducts regular water-quality monitoring programs and carries out a variety of specialized research assignments.

Operated by the federal Department of Fisheries and Oceans, the vessel carries as many as 14 scientific staff in addition to its crew. She is equipped with sophisticated positioning and data-acquisition systems and an on-board laboratory.

Every March, Capt. Maitland Birchall conducts samplings of Lake Ontario waters to test for the presence of three compounds: nutrients, heavy metals and organic compounds like PCB's and dioxins. Spring is the best time to do the tests because with the warmer weather of the summer, things start growing and changing in the lake.

The proportion of nutrients has declined since testing began, largely because of regulations governing the dumping of phosphates and detergents into the lake. It is taking longer, however, to develop a picture of heavy metal and organic contamination levels. The compounds appear in low levels, and methods for collecting and measuring them are still being developed.

CHESAPEAKE

UNITED STATES
Rig— Ketch
LOA (Length Over All)—50'10"
Rig Height—63'5"
Beam—14'1" Draft—6'5"
Crew—10 Tons—28

The CHESAPEAKE is a Hudson Force Fifty Ketch, built largely by hand in Taiwan in 1976. Originally named *China Doll,* she was designed and equipped as an ocean-cruising yacht.

In 1977 the U.S. Coast Guard captured *China Doll* in international waters off the coast of Florida near Fort Lauderdale. There were several thousand pounds of marijuana aboard. In subsequent court proceedings, the U.S. government confiscated the vessel after her ownership was traced to a non-existent corporation.

In 1979, *China Doll* was transferred to the Navy, and assigned to the Cornell University N.R.O.T.C. Unit, to serve as a sail training vessel. Cornell midshipmen and staff sailed the boat to Lake Cayuga, and for several years operated there during the spring and fall seasons, making summer training cruises on the Great Lakes and New England waters.

In 1982, *China Doll* was reassigned to the new Hampton Roads N.R.O.T.C. Unit. At the same time, the midshipmen selected CHESAPEAKE as the vessel's new name, commemorating the 36-gun frigate built in 1799 which served as flagship of the Mediterranean squadron in 1802-03. It was aboard this historical CHESAPEAKE, that the mortally-wounded Captain James Lawrence issued his famous order on June 1, 1813: "Don't give up the ship!"

RIA K. (HENDRIKA)

CANADA Rig—Gaff Schooner
LOA (Length Over All)—62'6"
Beam—17'8" Draft—10'9"
Crew—6 Tons—50

Built in Sarnia in 1967, as a Centennial project, the HURON EAGLE was schooner-rigged by her owner Captain Wilson, a pilot on the St. Lawrence Seaway.

The vessel was purchased in 1978 for use as a research and observation ship, by Robert Groot International Inc., and was given a complete overhaul at that time.

Her cabins and deck are of steel construction, and the entire interior is finished in oak panelling.

She has a complement of 7 sails, and pine masts in tabernacles, supported on the keel. It is an excellent "live-aboard" ship, requiring little maintenance, and has been used extensively for research associated with marina and shoreline developments. She was renamed HENDRIKA, after the owner's wife, in 1984.

JENS KROGH

POLAND Rig—
Gaff-rigged Ketch
LOA (Length Over All)—66'
Rig Height—70" Crew—17
Total Sail Area—1911 sq. ft.

JENS KROGH was built in 1899 at the Jacobsen Frederikshavn shipyard as a wooden fishing cutter with a small auxiliary engine. She is a prime example of old fashioned sailboats, with a long career as a fishing vessel before being assigned to sail training functions.

Owned by the FDF/FPF Aalborg Søkreds Sea Scouts, sailing under skipper Bo Rosbjerg, the JENS KROGH is one of many large and small Danish Sail Training vessels.

WESTERN UNION

UNITED STATES
Rig— Schooner
LOA (Length Over All)—130'
Rig Height—94'
Beam—23' 6" Draft—8'
Total Sail Area—4,800 sq. ft.

The WESTERN UNION was built by Heber Elroy Arch with the assistance of six men from Grand Cayman Island, and four from Key West, to replace another schooner, the *John W. Atkins*, in the service of undersea telegraph cable.

She was launched in April 1939, and leased by her local owners to the Western Union Telegraph Company until 1974.

She is the last true coasting schooner built in America. She has had six captains in the course of her career; the present Master being Captain Scott Bottoms.

The WESTERN UNION was re-rigged and refurbished in 1974, and she is probably one of the only two full-sized sailing ships to have been built at Key West.

Sail handling on the WESTERN UNION is done entirely by winches on board. The ship is built of long-leaf yellow pine and framed in Madeira, a kind of mahogany. Since both of these materials, the best ever known for ship-building, became extinct during the Second World War, the re-decking of the ship in 1977 was carried out using flooring from an old Maryland tobacco barn.

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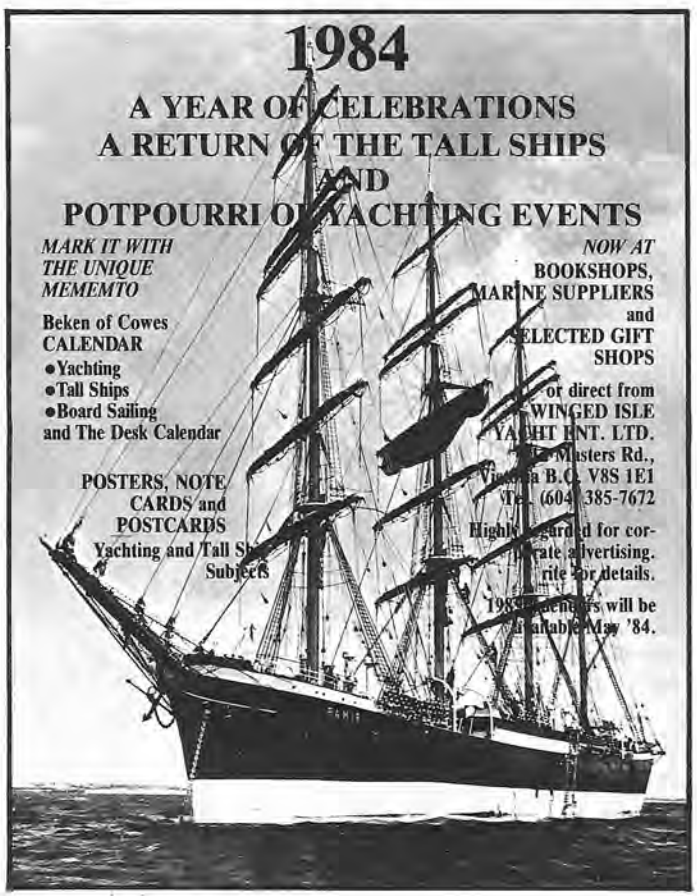

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